



# SIXTIES CAFE RACER: CONTINENTAL GT250

MARCH 2020  
UK £4.40

# Classic Bike

— BRITAIN'S BIGGEST-SELLING CLASSIC MOTORCYCLE MAGAZINE —

## Old Bikes YOUNG FACES

Meet the next generation of classic bike enthusiasts

ANDY BARRETT  
VELOCETTE KTT

20 PAGES  
OF FIXES AND  
FETTLES

59-PAGE  
Special



ON SALE FEBRUARY 26 - MARCH 24  
9 770142 890241  
03

### IN THIS ISSUE



**SPECIALIST**  
VINTAGE  
REBUILDS



**PRE-65 TRIALS**  
ARIEL SINGLES  
ON THE ROCKS



**RESTORATION**  
B44 VICTOR IN  
A BEDROOM



**500 TRIUMPH**  
STEP-BY-STEP  
REBUILD





## SPITFIRE STEALTH SERIES

The sculpted curves of the 14-litre tank are cloaked in a unique midnight black finish and rich bronze racing stripes adorn this centre piece of automotive art.

Offsetting the dark side of this limited series of motorcycles, machined billet ancillaries, with titanium anodising provide extra shades of darkness.

The final flourish comes in the shape of black anodised, machined alloy rims, shod with fat sticky rubber.

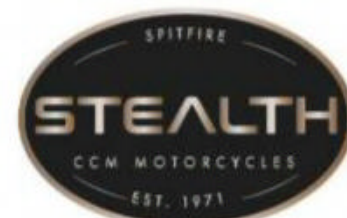
Using the same sculpted trellis frame as the original bike that launched a whole genre, yet discreetly powder-coated in a rich bronze chrome, this series of bikes are bathed in darkness. Discover your darkside before its too late.



FOR MORE DETAILS ON THE STEALTH SERIES VISIT [WWW.CCM-MOTORCYCLES.COM](http://WWW.CCM-MOTORCYCLES.COM)



The SIX is hand built and limited to just 300 units  
The Stealth Series SIX is included within this limited run.  
Secure your build slot today with a £500 deposit.  
[spitfire@ccm-motorcycles.net](mailto:spitfire@ccm-motorcycles.net)  
01204 544 930





## ADVERTISING

To sell your bike: email cbreaderads@bauermedia.co.uk, call 01733 363203 or use the coupon in the reader ad section on page 105.

### Group Commercial Director

Gareth Ashman 01733 468118

### Commercial Manager

Sarah Dodd 01733 366311

### Account Manager

Samantha Creedon-Gray 01733 366365

### Senior Telesales

Francesca Chiarizia 01733 366360

### Telesales Exec

Ruby Jones 01733 366406

## LES GRANDS FROMAGES

**Editorial Director** June Smith-Sheppard

**Managing Director Motorcycling** Rob Aherne

**MD Automotive Group** Niall Clarkson

**CEO of Bauer Publishing UK** Rob Munro-Hall

**Chief Financial Officer Bauer Magazine**

**Media** Lisa Hayden

## COMPLAINTS

H Bauer Publishing is a member of the Independent Press Standards Organisation ([www.ipso.co.uk](http://www.ipso.co.uk)) and endeavours to respond to and resolve your concerns quickly. Our Editorial Complaints Policy (including full details of how to contact us about editorial complaints and IPSO's contact details) can be found at [www.bauermediacomplaints.co.uk](http://www.bauermediacomplaints.co.uk). Our e-mail address for editorial complaints covered by the Editorial Complaints Policy is [complaints@bauermedia.co.uk](mailto:complaints@bauermedia.co.uk).



## BORING BUT IMPORTANT

© Bauer 2019 ISSN 0142-8906.  
Bauer Automotive Registered  
Office: Media House, Lynch Wood,  
Peterborough, PE2 6EA

H Bauer Publishing is a company registered in England and Wales with company number: LP003328 (England and Wales)  
Registered Office: Academic House,  
24-28 Oval Road, London, NW1 7DT

No part of the magazine may be reproduced in any form in whole or in part, without the prior permission of Bauer. All material published remains the copyright of Bauer and we reserve the right to copy or edit, any material submitted to the magazine without further consent. The submission of material (manuscripts or images etc) to Bauer Media whether unsolicited or requested, is taken as permission to publish that material in the magazine, on the associated website, any apps or social media pages affiliated to the magazine, and any editions of the magazine published by our licensees elsewhere in the world. By submitting any material to us you are confirming that the material is your own original work or that you have permission from the copyright owner to use the material and to authorise Bauer to use it as described in this paragraph. You also promise that you have permission from anyone featured or referred to in the submitted material to it being used by Bauer. If Bauer receives a claim from a copyright owner or a person featured in any material you have sent us, we will inform that person that you have granted us permission to use the relevant material and you will be responsible for paying any amounts due to the copyright owner or featured person and / or for reimbursing Bauer for any losses it has suffered as a result.

Please note, we accept no responsibility for unsolicited material which is lost or damaged in the post and we do not promise that we will be able to return any material to you. Finally, whilst every reasonable care is taken to ensure accuracy, Bauer is not responsible for any errors or omissions nor do we accept any liability for any loss or damage, howsoever caused, resulting from the use of the magazine.

## US INFO

- *Classic Bike* ISSN 0142-890X, UPS 706770 is published monthly by H Bauer Publishing Ltd. The US annual subscription price is \$110.83. Airfreight and mailing in the USA by agent Named WN Shipping USA, 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA.
- Periodicals postage paid at Jamaica NY 11431.
- US Postmaster: Send address changes to *Classic Bike*, WN Shipping USA, 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA.
- Subscription records are maintained at Bauer Media, Subscriptions, CDS Global, Tower House, Sovereign Park, Lathkill Street, Market Harborough, Leicestershire, LE16 9EF, United Kingdom.
- Air Business Ltd is acting as our mailing agent.

## SUBSCRIPTION QUERIES

To contact us about subscription orders, renewals, missing issues or any other subscription queries, please email: [bauer@subscription.co.uk](mailto:bauer@subscription.co.uk) or call our UK number on 01858 438884 for overseas call +44 1858 438884. To manage your account online visit [www.greatmagazines.co.uk/solo](http://www.greatmagazines.co.uk/solo)

## BACK ISSUES

Back Issues. To order back issues please call our UK number on 01858 438884 for overseas call +44 1858 438884

# Welcome

MARCH 2020 • ISSUE #482



Old Bikes

YOUNG FACES

Meet the next generation of classic bike owners and restorers

“Classic bikes? Let’s face it – there’ll be no future for them once we’re gone.”

“Our mainstream classics will be worthless in just a few years...”

“The only old stuff that will retain any value will be the upmarket collector’s bikes.”

“We’ll soon have lost all the engineering skills and knowhow to keep these things going.”

How many times have you heard conversations with those sentiments when you’re at some kind of old-time bike event, supported by old-timers, poring over old-timer motorcycles?

Well, I’m an old-timer and while there’s nothing wrong with us old-timers messing with old bikes, I’m totally stoked\* about the future of classic motorcycling. Thing is, you don’t have to look that far to find young people living the whole classic bike dream, whether it’s restoring old clunkers, re-engineering dead flat-tankers or riding the wheels off old classics, youngsters are out there, doing what we did in our youth.

Rick and I were talking one day about how much positivity Lewis’ Excelsior restoration story has engendered – and musing on just how many youngsters were out there messing about with old motorcycles.

“What we need is to feature more youngsters with old bikes – and hopefully that will generate even more interest,” said Rick.

Within a few minutes the plan was hatched, and the challenge taken. We’d do a complete issue of *Classic Bike* featuring only youngsters with old bikes. And, just to add a bit of pressure, there would be a maximum age limit of 30 years for anyone to be featured in the issue.

Well, here it is. I know it’s a shocker seeing *Classic Bike* full of old bikes owned, ridden or fixed by such fresh-faced sprogs, but it’s proved that the future of classic bikes is in good hands.

Hope you enjoy reading it as much as we enjoyed creating it. For us, an issue of *Classic Bike* has never been more rewarding...

*\*Young person’s speak for being excited about something – apparently!*

## Enjoy the issue



**Gary Pinchin**  
Editor

## Contact

Write to *Classic Bike*,  
Media House, Lynch Wood,  
Peterborough, PE2 6EA

## Facebook

Find *Classic Bike*  
on Facebook. Search  
“*Classic Bike magazine*”

## Subscribe

to *Classic Bike* and get it delivered for £3.30 a month. Turn to p80 for more details or go to [greatmagazines.co.uk/classicbike](http://greatmagazines.co.uk/classicbike)



# Classic Bike Contents

44

The Scopes boys  
share a brotherly love  
of Triumph 500s



36



More brotherhood, this time Ariel-based, with the Butterworth boys

61



Teen Tom Dunhill's bedroom carpet is more cluttered than most – with a BSA B44

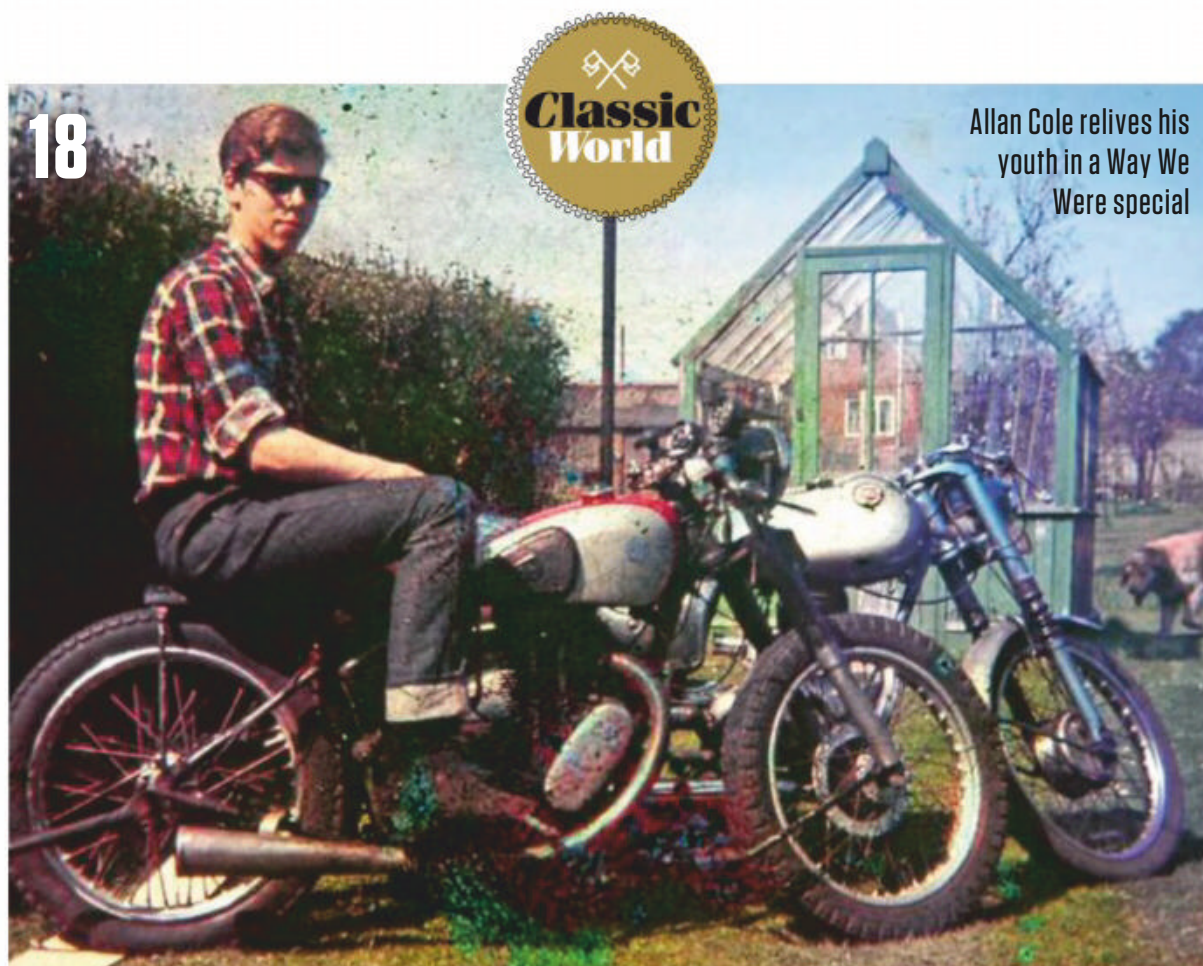
## Features

- 28** **THE FUTURE OF THE PAST**  
21-year-old Ewan Burgess loves old bikes – and his classic mechanic job
- 36** **ARIEL VIEWS**  
The Butterworth brothers roam the moors on their Pre-65 trails bikes
- 40** **BRITISH STEEL**  
The Scope boys are following in dad's footsteps, riding classic Brits

- 50** **FREE MAGNETIC TRAY**  
Get this useful addition to your workshop for only £1.99 P&P
- 52** **CLASSIC RACER**  
Mark Purslow, who races a Honda K4 just like the one his dad raced
- 61** **BEDROOM WARRIOR**  
Teenager Tom Dunhill's has a B44 BSA restoration project in his room

- 68** **ENFIELD CONTINENTAL GT250**  
The bike that kids in the 1960s and early '70s lusted after as a first bike
- 72** **ME AND MY VELOCETTES**  
Andy Barrett and his collection of Velos inherited from his grandad
- 80** **SUBSCRIBE**  
Special offer – get *Classic Bike* delivered for just £3.30 per month

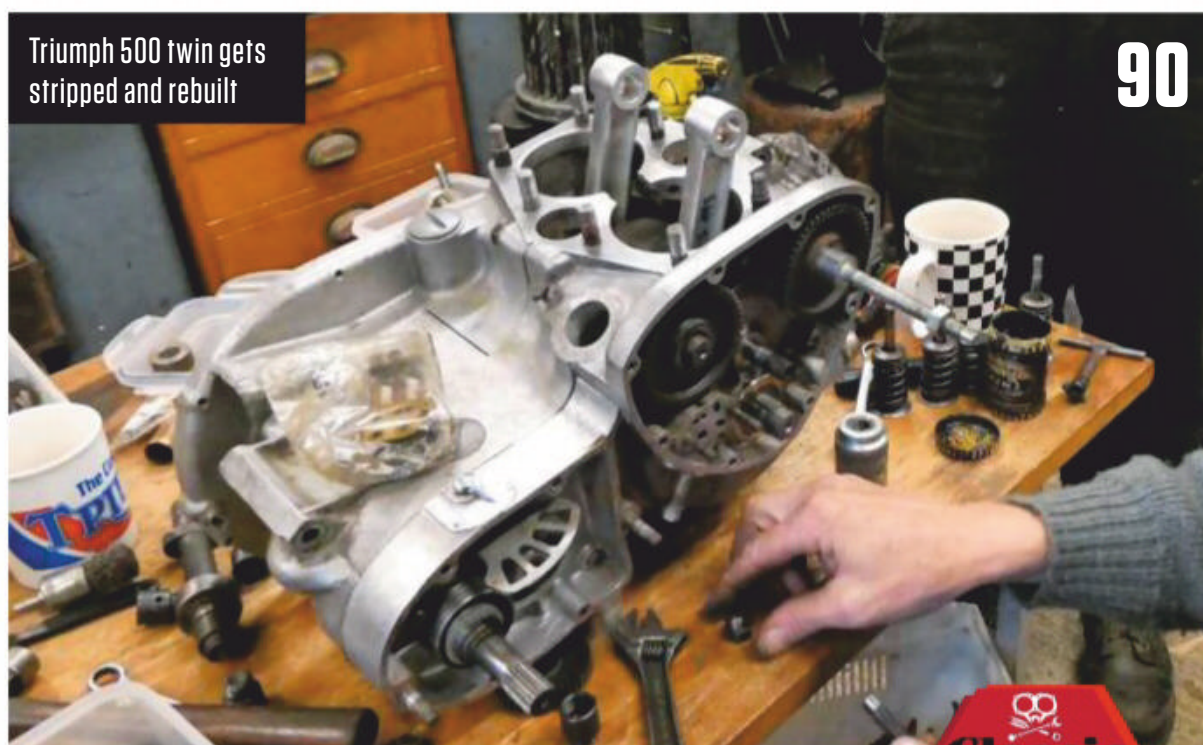




18

**Classic  
World**

Allan Cole relives his  
youth in a Way We  
Were special



Triumph 500 twin gets  
stripped and rebuilt

90



96

Chris Fisher enjoys  
working from home

## Classic World

- 6 CLASSIC CURRICULUM**  
We visit an Oxfordshire school that's running a classic bike restoration class for its pupils
- 12 DIARY**  
Where to go and what to see during the month ahead
- 14 COLIN SEELEY OBITUARY**  
Racer, manufacturer, team manager... we celebrate the life of one of motorcycling's most industrious enthusiasts



- 18 THE WAY WE WERE**  
Four-page special on 'café racer cowboy' Allan Cole's youth
- 23 LETTERS**  
A museum well worth a visit, a Supermarine Spitfire and more

## Classic Workshop

- 83 RICK'S FIXES**  
Inspiring the next generation of classic bike enthusiasts, rectifier testing and more top tips
- 90 PROJECT TIGER 100SS**  
Rick helps his mate Will to start the restorative process on his recently-bought Triumph 500
- 96 THE SPECIALIST**  
Chris Fisher enjoys lifestyle heaven, with a house full of vintage bikes and a selection of engineering machinery
- 104 OUR CLASSICS**  
New CB recruit Mark Sutton introduces his Triumph T140

## Classic Market

- 124 BUYERS' GUIDE: HONDA CB250K**  
Gez takes a purchase-focused look at an entry-level four-stroke twin – the Honda CB250K series
- 128 AUCTIONS**  
Mecum Las Vegas auction rakes in £17.43 million (and a few UK sales that made a little less...)





The Build-a-bike group  
with their Bantam  
project and teachers

# A classical education

**Cokethorpe School has built into its curriculum a lesson that deals with a different type of classics, with its Build-a-bike Bantam project**

WORDS: RICK PARKINGTON PHOTOGRAPHY: GARY MARGERUM

I'VE JUST VISITED a school that's very different to any educational establishment I attended in my youth – in a good way. After an invitation from Simon Carter, who teaches History and Politics at Cokethorpe School, just outside Oxford, I went along to take a look at their 'Build-a-bike' life-skills programme. They have a group of around 15 students, ranging from 11 to 18, currently involved in the restoration of a 1960 BSA Bantam.

Simon said they have been following with great interest the progress of young Lewis Perry's Excelsior restoration – which I've been helping him with and reporting on in *CB* – and wondered if I was free to pay them a visit. It was an opportunity not to be missed, and Lewis wanted to come too, so off we went to see the project and meet the group.

Cokethorpe is an independent day school that takes boys and girls aged four to 18 and the project group has two female members (although they were absent for our visit). Simon explained that one issue with the group was the need to divide jobs according to age – or more precisely, strength – so younger pupils tackle jobs like dismantling the carburettor, leaving senior students to apply greater body weight to seized chassis bolts.

Long-term motorcyclist Simon enjoys off-duty bike chats with fellow enthusiast (and Design Technology teacher) Colin Johnson; the idea for the programme arose when one of Colin's A-level DT students, Henry, asked if he could clean up some Honda parts in the workshop.

The first group project was stripping one of Simon's old





**‘THE STUDENTS RANGE FROM 11 TO 18, WITH TWO FEMALE MEMBERS’**



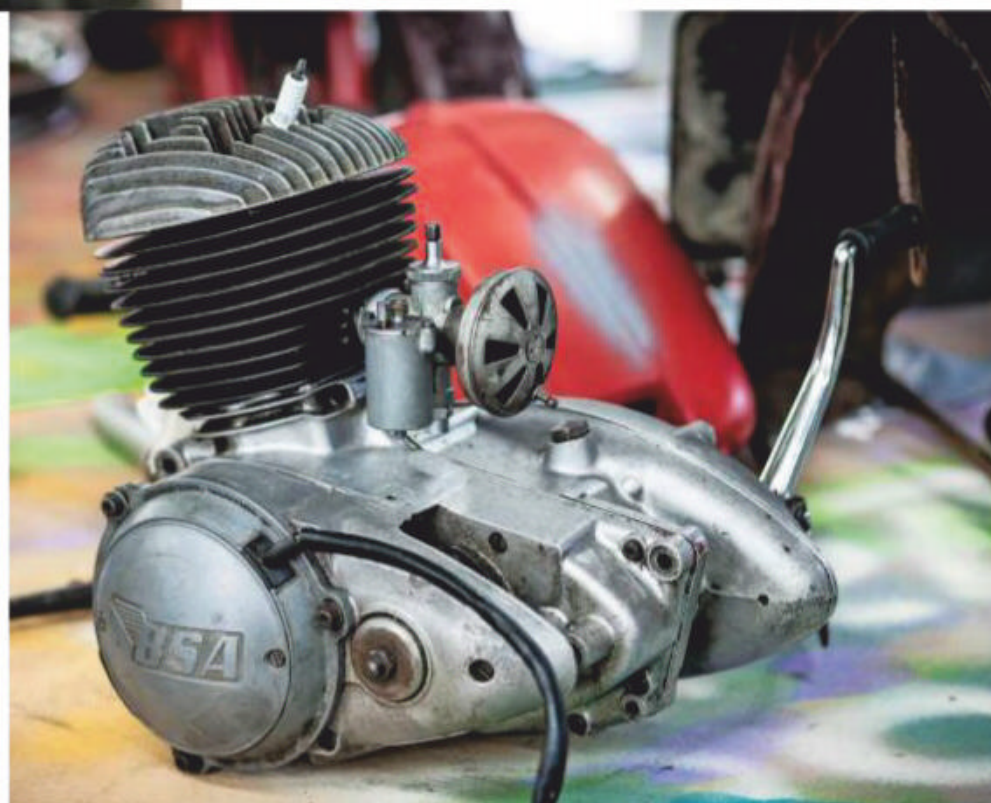
ABOVE: Bantam project combines technology with history



ABOVE: Rick does his ‘supply teacher’ routine with Lewis and student Henry

LEFT: Teachers Colin (left) and Simon whose shared interest in bikes is behind the group

RIGHT: The Bantam engine has been cleaned up – and now it’s sparking and ready to run







MZ engines, learning how it worked and the techniques needed for dismantling. The breakthrough came when Simon discovered his uncle had a disused BSA Bantam – and that he'd be delighted to see it go to a good cause.

Initially intending just to get the bike in working order, it soon developed into a restoration. Simon recalls: "When we removed the tank, the frame beneath was black and the tank itself has been bright red at some point, so this maroon isn't the factory finish. We wondered if it was an ex-GPO bike – but not according to the original logbook, so maybe it was a cancelled Post

## 'THEY MANAGED TO GET A SPARK USING THE OUCH! TEST'

Office order that was repainted? Of course as a History teacher, this made a great topic to discuss!"

Thus far, the class has stripped the Bantam, cleaned everything up, repainted a few parts and rebuilt one of the wheels. "We didn't do quite as well as Lewis!" admits Colin. "It took us three goes using YouTube videos, etc. The first time we had nearly all the spokes fitted before we realised the rim was the wrong side up!"

I took along my cutaway 1928 BSA 350cc engine and explained the workings of a four-stroke engine – making the point that over the past 100 years, surprisingly little has changed in petrol engines beyond digital fuelling control. After that, Lewis explained how he'd become involved and we took a look at the project Bantam, offering advice on problems like a plunger unit seized in the frame, how to repair damaged engine mountings and whether the forks were worn enough to need new parts.

ABOVE (CLOCKWISE FROM TOP LEFT): Rear wheel took three attempts to build, the front should be easier; students examine Rick's cutaway 1928 BSA engine: 'Doesn't look the same as my dad's car engine...'; Henry, whose Honda CD175 project provided the original idea; Rick finding it hard to resist getting stuck into the build himself

The group has already freed off a seized piston and managed to get a spark – confirmed, as George who cleaned the points advised, by using 'the Ouch! Test'. Ah yes, we all know that one!

Some of the older members of the group are already 'petrolheads'. Max, for example, is restoring a VW Beetle at home and it was interesting to talk to A-level DT student Henry, whose Honda was the initial inspiration.

"I don't have a background in bikes – but I like making things work. I started off fiddling about getting my great-grandad's Briggs and Stratton mower engine going, plus I drive an old Renault Clio – not as old as the Bantam but very different to a new car, especially the brakes!" he says.

"Initially I wanted to restore a classic car, but it was too expensive. Then I thought about a British bike – but again they were outside my budget, so I ended up with the Honda CD175. It's coming along; I managed to make a bearing press that I needed on the lathe here and I'm planning to fit a twin-carb CB175 top end for more performance. But I've never actually ridden a bike and the big problem is that I need to get two licences before I can legally ride a 175cc aged 18."

Hmmm... people say that kids today aren't interested in old bikes, but the combination of overpriced projects and restrictive licencing laws hardly adds to the appeal. Aged 17 in 1981, my test cost £10, took half an hour – and I just scraped in on a 250 before the 125cc law.

Henry isn't yet sure what he wants to do when he leaves school. He's drawn to the sea, so maybe he'll be heading for the Navy, but somehow I suspect he will always be fiddling with something mechanical, "Well, I did a lot of Lego as a kid," he grins.

Before leaving Henry and the workshop, Colin showed us a mating spline set that Henry had designed and



# Bonhams

AUCTIONEERS SINCE 1793

ENTRIES INVITED | *CONSIGN TODAY*



**1928 MONTGOMERY 680CC 'TWIN FIVE'**  
£25,000 - 35,000 \*



**1989 MANXMAN 500CC**  
£10,000 - 15,000 \*



**1989 HONDA VFR750R TYPE RC30**  
£28,000 - 34,000 \*



## The Spring Stafford Sale

### Collectors' Motorcycles, Spares and Memorabilia

The International Classic MotorCycle Show, Stafford | 24 - 26 April 2020

#### COMPLIMENTARY AUCTION APPRAISAL

To discuss the sale of your important machine(s), please contact your nearest specialist, the London office or visit [bonhams.com/motorcycles](https://www.bonhams.com/motorcycles) to submit a complimentary auction appraisal request.

#### ENQUIRIES

London  
+44 (0) 20 8963 2817  
[ukmotorcycles@bonhams.com](mailto:ukmotorcycles@bonhams.com)  
[bonhams.com/springstafford](https://www.bonhams.com/springstafford)

#### 1974 MV AGUSTA 750S

£60,000 - 70,000 \*

#### International Network of Specialists

Lancs, Yorks, N. Counties & Scotland  
+44 (0) 7811 899 905  
[mark.garside@bonhams.com](mailto:mark.garside@bonhams.com)

Lancashire  
+44 (0) 1204 491 737  
Alan Whitehead

Shropshire, Glos & Wales  
+44 (0) 1299 270 642  
[jim.reynolds@bonhams.com](mailto:jim.reynolds@bonhams.com)

Lincs & East Anglia  
+44 (0) 1507 481 890  
[david.hawtin@bonhams.com](mailto:david.hawtin@bonhams.com)

Three Counties, Midlands and Oxon  
+44 (0) 7973 661051  
[martin.heckscher@bonhams.com](mailto:martin.heckscher@bonhams.com)

Home Counties  
+44 (0) 7774 747 017  
[david.hancock@bonhams.com](mailto:david.hancock@bonhams.com)

Hampshire & Dorset  
+44 (0) 1794 518 433  
Mike Jackson

Wiltshire, Somerset & Devon  
+44 (0) 1380 816 493  
[greg.pullen@bonhams.com](mailto:greg.pullen@bonhams.com)

Devon, Cornwall & Somerset  
+44 (0) 1872 250 170  
[jonathan.vickers@bonhams.com](mailto:jonathan.vickers@bonhams.com)

Europe  
+39 333 564 3610  
[gregor.wenner@bonhams.com](mailto:gregor.wenner@bonhams.com)

USA  
+1 323 436 5470  
[usmotorcycles@bonhams.com](mailto:usmotorcycles@bonhams.com)

Bonhams Co-Chairman  
+44 (0) 20 7468 8238  
[malcolm.barber@bonhams.com](mailto:malcolm.barber@bonhams.com)

\* For details of the charges payable in addition to the final hammer price, please visit [bonhams.com/buyersguide](https://www.bonhams.com/buyersguide)





LEFT: Not having to stand in the corner of the classroom with a different-shaped hat was a new experience for Parkington Snr



LEFT: The students have access to modern technology including a 3D printer, too – here are two printouts they made earlier

generated using the 3D print process. “At present we are printing in ABS,” Colin explained. “But we are moving on to an organic cellulose that is compostable.”

This pairing of the latest manufacturing technology and the oldest form of waste disposal reflected one of the subjects I raised with the group: the idea that although old vehicles are slated as environmentally unfriendly, surely the disproportionate amount of resources used and pollution generated by vehicle manufacture makes repair and restoration a more sustainable act than buying new ‘low emission’ transport. This is something young people often seem to understand more clearly than their parents, who maybe just want the excuse to buy a new car.

## ‘THE HEADMASTER HAS BEEN VERY SUPPORTIVE’

Our time with the students up, Simon and Colin took us to the staff room for refreshments. “We had a trip to the National Motorcycle Museum last week,” says Simon, they were very accommodating and started some bikes up for us, which everybody enjoyed – especially me, because I got to ride one!

“I first contacted James Hewing a few years back to see if he did ‘outreach visits’ and he kindly brought three bikes: a 1914 Triumph Model H, 1938 Triumph T100 and a Norton F1 Rotary. They fired them all up and rode them around the grounds!”

Colin chips in: “We had pretty well the whole school out on that day – Henry was one of them, so maybe that was partly what inspired him.”

It’s a happy chance that Colin and Simon are both interested in bikes; the BSA project neatly combines their professional disciplines of history and technology, adding something to both subjects that gives them high hopes for the project’s survival. “You always get some turnover in project groups,” says Simon. “But core members have really stuck with it. We’ve grown to capacity and the Headmaster has been very supportive. The project even seems to have become a talking point for senior leadership and there’s always considerable interest and enquiries on parents’ evenings.”

That’s amazing; could it be that education always needs new ways to positively engage students – and classic bikes are now seen as novel, fun and far less threatening to parents than ‘noisy and dangerous’ motorcycles used to be? “I think so,” confirms Simon “And if any other schools want to try something similar, I’ll happily offer any help and advice I can.

“Budget is the biggest problem facing any school - we were lucky finding a perfect bike with the Bantam and we’ll be selling spares that came with it to buy the parts we need. Hopefully, by the time the Bantam is finished something else will have come along to keep the group going.”

Driving home, I asked Lewis whether a similar scheme would work at his (state) school. “Maybe... I’m not sure how many would be interested... but it’s the infrastructure – teachers, facilities, space to do it, it all takes funding. My school is currently trying to raise money for a new roof!”

Wow, that’s sobering; when I was at school, ‘fun’ meant more than ‘funding’, but today’s generation seems to get hammered with responsibility very early. Between saving the school and saving the planet, maybe a bit of fun with old motorbikes is doing everybody good. 🍷



# THE DEVIL IS IN THE **DETAIL**...



AGENTS  
THROUGHOUT  
THE WORLD

Our leather jackets are hand cut and sewn by craftsmen in London using the exact same techniques and attention to detail as found in our classic products of the 1930's to the 1980's. They do not conform to current PPE standards



## **391 LIGHTNING JACKET**

Vegetable tanned Cow leather 1.1mm - 1.3mm thick, strong yet soft & rich in texture. Available made-to-order only, please contact store for details.

# **WWW.LEWIS LEATHERS.COM**

Personal callers are welcome at:

3-5 Whitfield Street, London, W1T 2SA Tel: 020 7636 4314

**JACKETS TROUSERS BOOTS GLOVES BAGS GOGGLES ACCESSORIES**





Classics of the standard and modded variety will be on display at the show

MCN SCOTTISH MOTORCYCLE SHOW MAR 7-8

OLIVER YOUNG

## Northern exposure

**Scotland's number one bike show fires up in Edinburgh once again**

AS USUAL, THE *Classic Bike* magazine Classics Pavilion will be the place to be as our sister-title MCN's annual Scottish show opens its gates. As early as the new year, 70 classic owners had already confirmed their entries for the prestigious concours competition and there should be around 350 classic bikes on display over the weekend once the trade and club

displays are factored in. That makes the show the biggest collection of classic iron in Scotland – reason enough to head for Edinburgh.

Outside, the *Classic Bike* fire-up paddock adds a glorious soundtrack to the event, while back indoors, our sister-title *Built* once again curates the 'Built Not Bought' custom show, where you will be able to catch the very best in modified motorcycles – classic, vintage, retro customs... and even choppers.

Guest of Honour is classic fan and trials legend Dougie Lampkin, and there'll be plenty of modern machinery on display, too – including the latest 2020 models from lots of the major manufacturers, alongside a busy retail zone. [scottishmotorcycleshow.com](http://scottishmotorcycleshow.com)

### MARCH

**7 Rufforth Autojumble**, Rufforth Park, Yorkshire  
[Rufforthautojumble.com](http://Rufforthautojumble.com)

**8 Malvern Drive-in Classic Car and Motorcycle Show** at the Three Counties Showground, Malvern, Worcestershire  
[Classicshows.org](http://Classicshows.org)

**8 Classic Bike Day**, Ace Café, Stonebridge, London  
[london.acecafe.com](http://london.acecafe.com)

**28/29 The Manchester Bike Show**, Event City, Trafford, Manchester  
[Manchesterbikeshow.com](http://Manchesterbikeshow.com)

### APRIL

**5 National Twinshock motocross** at Polesworth, Staffordshire  
[Nationaltwinshock.co.uk](http://Nationaltwinshock.co.uk)

**11/12 Red Marley Hill Climb and trial** at Great Witley, Worcestershire  
[Redmarleyhillclimb.com](http://Redmarleyhillclimb.com)

**11/12 British Historic Racing race meeting** at Mallory Park Circuit, Leicestershire  
[Britishhistoricracing.co.uk](http://Britishhistoricracing.co.uk)

**13 Ashford Classic Motorcycle Show and Bikejumble**, Ashford Market, Kent  
[Elkpromotions.co.uk](http://Elkpromotions.co.uk)

**25/26 Carole Nash International Classic Motorcycle Show**, Stafford County Showground, Staffordshire.  
[Classicbikeshows.com](http://Classicbikeshows.com)

**26 Vintage and Classic Japanese Bike Day**, the Ace Café, Stonebridge, London  
[London.acecafe.com](http://London.acecafe.com)

### MAY

**1/2 Pre-65 Scottish Two Day Trial**, Kinlochleven, Lochaber  
[Pre65scottish.com](http://Pre65scottish.com)

**3 Spring autojumble** at the Sammy Miller Motorcycle Museum, New Milton, Hampshire  
[Sammyiller.co.uk](http://Sammyiller.co.uk)

SHARON BENTON



MAR 31

## Beautiful south

**The south-east's classic show season gets underway at last**

You know spring is finally with us when the Elk Promotions' first show of the season opens its doors. As usual, their season-opener is at the South of England Showground and offers the now-traditional five halls and acres of outdoor space covered in jumble, trade and club displays and some tasty pre-1980 classic metal. 'Mr Triton' Dave Degens is guest of honour, so expect some tasty Tritons. There are cheap garage clear-out pitches available from just £10, so it's a great opportunity to clear some space in the garage. And there's a 'bikes for sale' display area set aside as well. Even the catering is a cut above average. [elkpromotions.co.uk](http://elkpromotions.co.uk)

MAR 22

## Pioneer pastures new

**Sunbeam Club's Pioneer Run gets out of town for a more genteel finish**

A change to the finish venue marks the 81st running of the world's premier event for pre-1915 motorcycles and tricycles, the Pioneer Run. Following a safety-inspired change to the route last year, the organising Sunbeam MCC have moved the finish of their flagship event out of town, to the wide open spaces of Brighton City Airport. Riders of single-speed, clutchless veterans will breathe a sigh of relief as the new finish avoids a traffic-light-heavy run into Brighton along the coast road.

It's still the year's best opportunity to ogle 100-year-old bikes piloted with elan on 21st-century roads. Catch the 8am start from Epsom, then head to Shoreham to see the full-house entry roll over the new finish line.

[Sunbeam-mcc.co.uk](http://Sunbeam-mcc.co.uk)







# SCOTTISH MOTORCYCLE SHOW **7-8TH** MARCH 2020

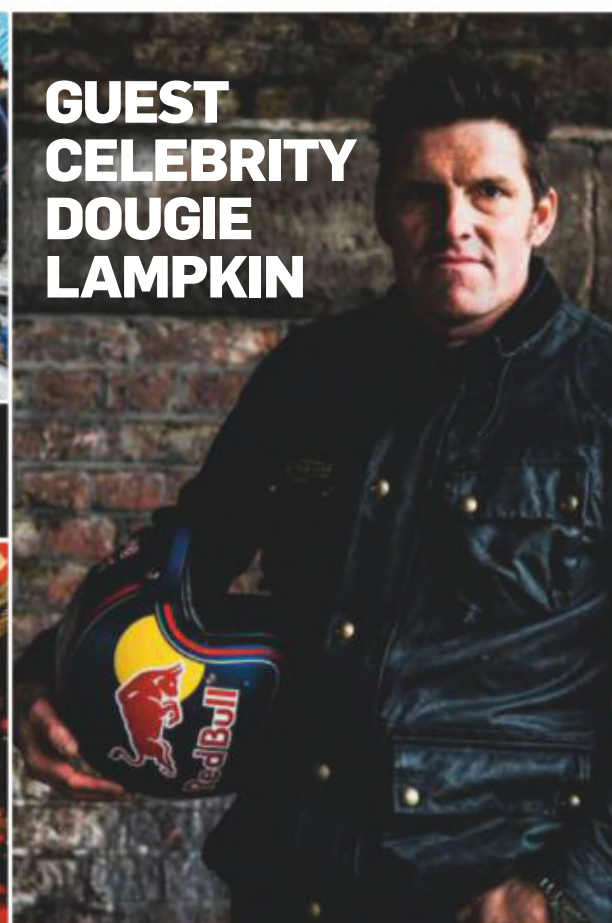
**ROYAL HIGHLAND CENTRE, INGLISTON, EDINBURGH**



**KIDS GO FREE**  
UNDER 12s\*



**GUEST  
CELEBRITY  
DOUGIE  
LAMPKIN**



## The No.1 Scottish Motorcycle Show

- Discover what the manufacturers of the latest 2020 bikes have in store for you
- A great day out designed for all the family – all children go free!\*
- Be inspired by the Classic Bike Magazine's Pavilion – more than 500 classics on show
- Don't miss the MCN Fire Up Paddock
- Get your hands on exclusive retail bargains

**Be part of  
the **ultimate**  
celebration  
of everything  
in biking**

**BOOK ADVANCE TICKETS & SAVE POUNDS**  
**[www.scottishmotorcycleshow.com](http://www.scottishmotorcycleshow.com)**

Kids under 12\* go free. Applies for kids 12 years old and younger for Saturday 7th and Sunday 8th March 2020 and must be accompanied by a paying adult. See website for full terms and conditions.



Seeley himself was always  
as well turned-out as  
his products



# Colin Seeley 1936-2020

**Steeped in the motorcycle world from his youth, the renowned racer went on to become a world-famous frame-maker and prime industry figure**

WORDS: MICK DUCKWORTH PHOTOGRAPHY: SEELEY ARCHIVE & BAUER ARCHIVE

ONE OF THE most dynamic and creative figures in British motorcycling, Colin Seeley, has died aged 84. Among the world's top sidecar racers of the 1960s, he not only built a respected marque around excellent frames, but also berated organisers to improve UK racing, founded a charity and remained active on the UK bike scene until he became ill in 2019.

Born to motorcycling parents, Colin grew up in Bexleyheath in south-east London's outer suburbs. He first took to the road on his father's pre-war 1000cc HRD-Vincent sidecar outfit and dived with friends from the Oakdene Cafe, a bikers' haunt off the A20 near Wrotham. Starting out in motor trade jobs, he set up his own motorcycle shop at Belvedere in 1956. His first competitive riding was in scrambles on a 500cc Triumph and he launched into sidecar racing in 1960, with an ex-Eric Oliver Norton outfit.

For 1961, he bought a new 500cc Matchless G50 from the Associated Motor Cycles factory; he built it into a racing outfit with a Canterbury sidecar – it was tidy,

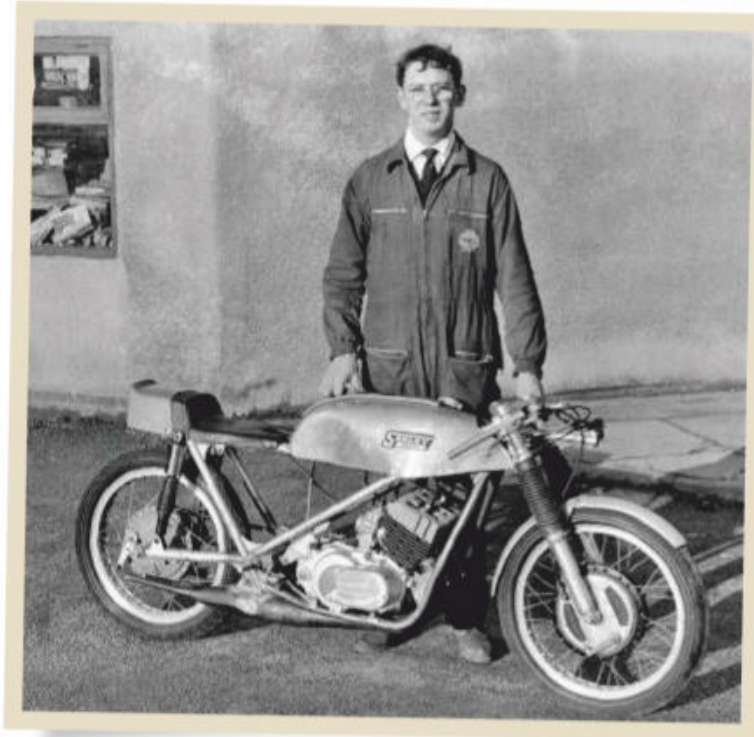
gleaming machine, setting the pattern for all subsequent Seeley products. They were never inelegant or makeshift.

Passengered by friend and working associate Wally Rawlings, Seeley was soon mixing it with the top Continental BMW crews, taking sixth place in his first Isle of Man Sidecar TT in 1961 and third in '62 after a rebuild with a Watsonian chair. On short circuits, he specialised in lightning starts and described his own driving as 'bloody aggressive' in a 1989 *CB* interview.

Despite a six-speed Schafleitner gearbox fitted for '63, the G50 outfit couldn't catch the BMW elite. But in '64, Florian Camathias loaned Seeley a Rennsport-powered outfit, in return for him backing-up the Swiss sidecar ace's championship bid with a four-cylinder engine lent by the Gilera factory. Seeley won the '64 Dutch GP, his best world championship result, was second in the TT and finished third in the world championship. Poor reliability kept the Gilera out of contention.

Acquiring their own BMW outfit from British driver Trevor Layton for 1965, Seeley and Rawlings rebuilt it,





but difficulty obtaining spares led to a disappointing GP season. However, an ex-Camathias Fath-tuned BMW engine acquired after the Swiss veteran was killed at Brands Hatch in October 1965 took the British team to another championship third place.

For 1966 Seeley launched an ambitious enterprise that would prove successful and firmly establish his name in the motorcycling world. He had sponsored Manxman Sid Mizen on a G50, and during 1965 replaced the frame with his own lighter tubework. For the next season he spent heavily on eight G50 and four 350cc AJS 7R engines from AMC, whose racing department had closed in 1963. A small but skilled manufacturing team set up under the Colin Seeley Racing Developments (CSRD) banner produced frames and other cycle parts with Reynolds 531 tubing, creating a solo Seeley equipe.

Wins during 1966 by CSRD's seasoned rider Derek Minter proved that the svelte Seeley G50 with a gold fairing would outpace stock G50s and Norton Manxes in super-competitive UK short circuit racing. When AMC

**TOP:** Colin Seeley and passenger Wally Rawlings on their way to winning the 1964 Dutch Grand Prix on a Camathias BMW

**ABOVE LEFT:** Derek Minter on a Seeley Matchless G50, Mallory Park, 1966

**ABOVE RIGHT:** John Cooper with a Seeley Yamaha Yamsel. It proved a winning blend

went into receivership in the autumn, Seeley headed-off rivals to buy the manufacturing rights, drawings and tooling for the 7R and G50 engines. He also bought Manx rights, later sold on to John Tickle.

Pessimists said the venture would fail within weeks, but in 1967 ready-to-race Seeley racers and six varieties of self-construction kit were on offer to customers. Minter moved on and John Blanchard became the team rider, turning in a 100mph lap in the '67 Senior TT. John Cooper acquired Minter's 500 Seeley to collect a stack of wins over several seasons, while regular Seeley customer Ron Chandler won the 1967 500cc British championship. Dave Croxford took over as team rider in 1968, winning both the King of Brands and Master of Mallory titles.

Swiftly improved to a MkII, the Seeley rolling chassis became a mainstay of 500cc grids, where the G50-powered version was the best ride short of a works machine and was making a last stand against the rise of two-strokes. As well as running production, Seeley continued sidecar racing in 1967 and built a solo racer





ABOVE: Colin Seeley with a 500 Seeley Roadster in November 1970

around the dohc four power unit Helmut Fath and Dr Peter Kuhn developed for an (ultimately successful) sidecar world title bid. Sadly, the ambitious solo project foundered because of a row between Seeley and Blanchard.

Mike Hailwood twice rode 500cc Seeley G50s when other works machines were not available, winning a race at Oulton Park in 1968 and getting the first single home in fifth at the 1969 Mallory Park Race of the Year.

After crashing his fast but ill-handling 350cc Yamaha TR2, John Cooper installed its engine in place of the 7R motor in his 350cc Seeley and loved the result. It was a winning blend – and an official Yamsel using a version of the latest MkIII super-light frame soon joined the Seeley catalogue. Anticipating a two-stroke takeover of the 500cc class, Seeley created QUB prototypes around the 61bhp single-cylinder engine designed by Dr Gordon Blair of Queen's University Belfast.

The original QUB development rider was Brian Steenson. His death following an accident on a Seeley G50 MkIII in the 1970 Senior TT was a great blow for Colin, as was the loss of Seeley-supported Mick Collins in TT practice that year.

The Seeley chassis' reputation for superb handling led Ducati to commission frames for its 500cc ohc V-twin GP contender of 1971, while Stan Shenton ordered frames to build Triumph triples for his Boyer team. The fledgling Suzuki GB team bought a chassis for a semi-works TR500 motor that launched Barry Sheene's career on larger-capacity machines. It would be followed by a

TR750-powered Seeley and the innovative monocoque-framed TR500 of 1973. A 750cc Kawasaki H1 triple-powered stroker was built for Seeley team rider Pat Mahoney and a frame was supplied for Paul Smart's 750cc US Kawasaki team machine. The final frame for British engines was the MkIV, which could accommodate Norton's 750cc Commando engine and was raced to good effect by the Gus Kuhn team.

The first road-going Seeley, the magnificent G50-powered Condor, was priced at £1100 when a 750cc

## 'COLIN SEELEY BUILT A RESPECTED MARQUE AROUND EXCELLENT FRAMES'

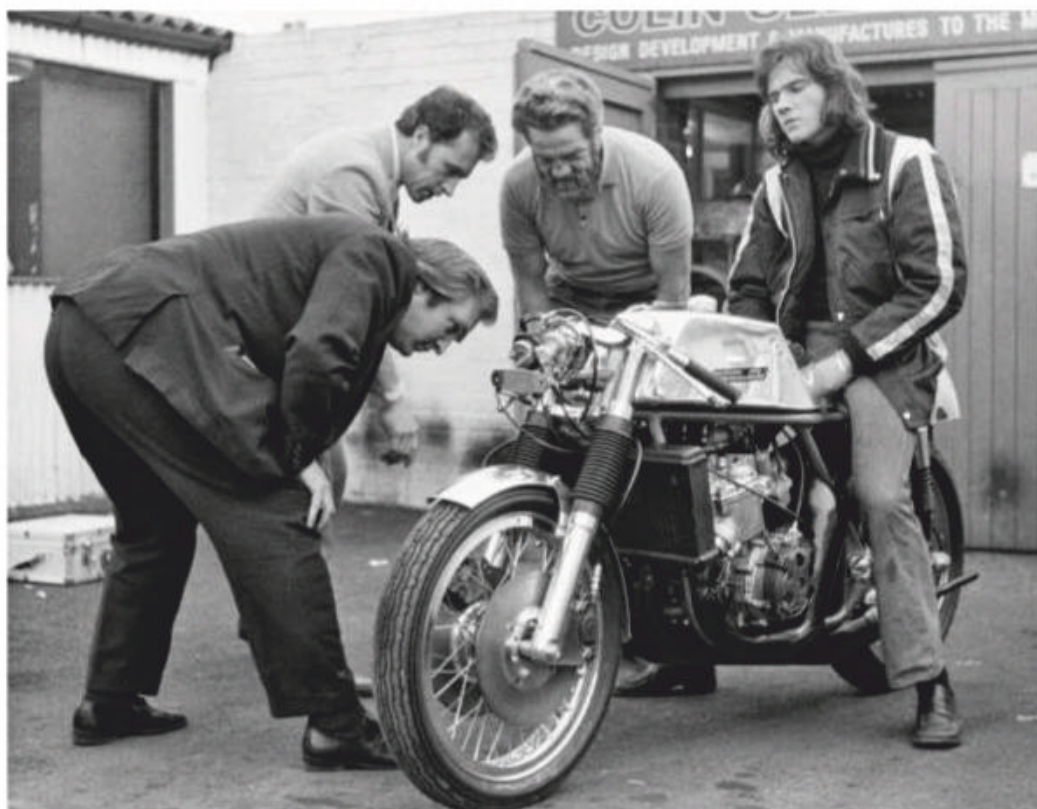
Triumph Trident cost less than £700. Only seven examples were sold after it was unveiled for 1971, the year in which Seeley merged his busy operations into Motor Racing Developments (MRD) set up by Bernie Ecclestone, later to be famous as Formula One car racing's supremo. There was promise of expansion, including a new factory where Seeleys would be built alongside Brabham F1 cars.

Seeley came close to ruin when Ecclestone dropped his backing, but he weathered a financial crisis and gathered





Colin Seeley and passenger Walter Rawlings on a FCS BFCS outfit at the 1964 Belgian Grand Prix, Spa Francorchamps.



ABOVE: Left to right: Rex White, Colin Seeley, Dave Hall and Barry Sheene going over a Seeley Suzuki 750cc



LEFT: Ian Simpson (25) and Phil Borely (30) on the Duckhams Nortons in the F1 British Supercup at Cadwell Park, 1994



ABOVE: Paul Smart at Ontario in 1971 on a Seeley-framed Kawasaki H1 750 triple

his technical team together to create the CB750 Four-based Seeley Honda roadster. While costly, the handsome machine was in high demand and found customers in a dozen countries worldwide.

A tie-in with Honda UK led to Seeley supplying cosmetic replicas of Phil Read's 1977 Formula 1 TT-winning four, replaced by the similar Honda Britain CB750 SS, when Read and Honda fell out in 1978. Following construction of a prototype around an engine sent from Japan, Seeley was contracted to build several hundred of Honda's TL 200E trial bikes, as well as a small number of special RTL 240 versions for factory riders. The new factory at Erith was occupied for TL200E production, but although it was a fine machine it was not a lucrative venture for Seeley.

In 1979 Colin was devastated by the death of his wife Joan. A former secretary at the AMC works, she had been fighting cancer for several years. He threw his energies into setting up the Joan Seeley Pain Relief Memorial Trust in her memory, with launch support from high-profile sporting figures. Giving up motorcycle manufacture, Seeley returned to retail by fitting out the Erith premises as the pioneering Seeley Qwik-Fit while-you-wait bike tyre centre, which he ran from 1981 until 1984. Ecclestone lured him back into car racing, where after trying to manage the troubled German ATS Formula One team, he became team manager at Brabham until sacked by Ecclestone in 1987. Meanwhile, he briefly ventured into care home ownership, assisted by

Eva who would become his second wife in 1991.

Offering his services to Brian Crighton's rotary-powered team in 1991, Colin set up Seeley Sport Management (SSM) and brought in Duckhams Oils and other sponsors. In 1994, the professionally turned-out Duckhams Crighton Norton equipe won the UK's H.E.A.T. Superbike series after two storming seasons. The demise of Norton's rotary-making facility at Shenstone and the difficulty of homologating the rotary for the Superbike class saw Seeley change marques. He ran the Castrol Honda Superbike Team in 1995 and the less successful Ducati-mounted GSE team in 1996. SSM then concentrated on managing an individual rider, young Australian Karl Muggeridge, guiding him towards his eventual World Supersport title in 2004.

Colin had the satisfaction of seeing the Seeley G50 and 7R enjoy a second winning career when pre-1972 classic racing took off in a big way at the end of the 1970s. Demand for machines saw a replica industry spring up and while Roger Titchmarsh Racing was given official blessing to build frames, Seeley expressed annoyance at some unauthorised carbon copies.

Active on the classic scene in recent years, Colin rode a Seeley G50 at the 2001 Goodwood Revival and, smartly dressed as ever, was a busy member of the Bonhams team at motorcycle auctions. Never pompous, Colin had a ready wit and cheerful demeanour, but he was a perfectionist who could be exacting and strong-willed when he wanted things done his way. He will be greatly missed. 📺

*Colin Seeley's substantial history-packed and well illustrated books of 2006 and 2008 are more than mere autobiographies. Published by Redline Books, they are out of print but new copies can be found online*



# THE WAY WE WERE



Allan's gang, the White Cross club, leaving the pub in Mansfield, destination Blackpool...

## The Young Ones

In this *Way We Were* special, *CB* reader Allan Cole recounts his teenage years as a café racer cowboy – and the social changes that made them possible

WE DIDN'T KNOW we were 'baby boomers'. Back then, no one used the term that came to describe those of us born after the end of World War II in 1945. Growing up in the countryside, we had the freedom to wander and explore – first on foot, then by bicycle and eventually by motorcycle. The 'family car' was a new concept and

as hire purchase agreements made it possible to live more luxuriously, dads and uncles across the nation were abandoning their faithful motorcycles for the warmer, drier four-wheeled option.

Teenage boomers saw things differently. Excitement was our option – and the income from a newspaper round or a few hours'

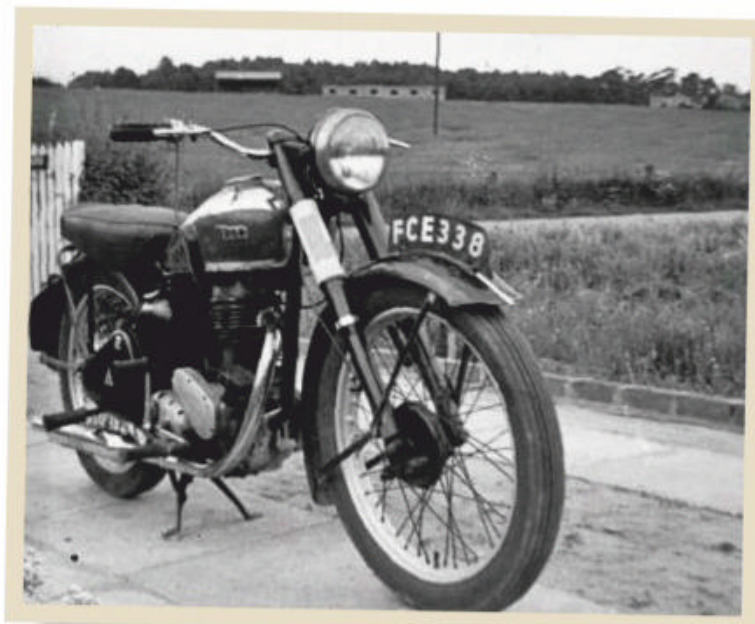
serving petrol each week could open the door to the world of motorcycling and change your life forever! That led to me battering a couple of mopeds, then a rigid-framed AJS, around as field bikes... until they eventually succumbed to my lack of maintenance and mechanical ignorance.

The next step for me was my first



# Riding on the memories of Classic Bike readers

in association with



CLOCKWISE FROM TOP LEFT: 17-year-old Allan posing on his AJS field bike. His first road bike, a 250cc BSA C11. Allan's first big bike, an Ariel Huntmaster, later to be café racer-ised. Building his budget Gold Star with a scrambler engine



## 'EXCITEMENT WAS OUR OPTION. THE INCOME FROM A NEWSPAPER ROUND COULD CHANGE YOUR LIFE FOREVER!'

road bike, a 250cc BSA C11 – and with it came new-found freedom, as it did for many of the youth of the '60s, ripping up the country lanes of post-war England. Sadly, my personal love affair ended suddenly, when the little Beeza (and my right leg) were smashed against the front of an Austin A55 doing a right turn.

Soon the leg was back in one piece, initiating a move up to a bigger, faster bike. When a neighbour decided to join the trend to car ownership, hang up his 'storm coat' and buy a car instead of his 650cc Huntmaster, I thought the old Ariel would be a match made in heaven for me. But it turned out to be a sensible bike with a quiet, siamesed exhaust, air filter, big mudguards, the lot! Of course, that

had to change, so before too long I had turned it into a café racer.

As the Ariel was 'first cousin' to a BSA A10, any customising bits for Beezas would look good on it, and in this way the transformation of the Ariel progressed, step by step. An apprentice's budget didn't allow anything OTT, but clip-ons, rearsets, a glassfibre tank and swept-back exhausts with Dunstall long megas gave the look (if not the performance) of the iconic café racer. My favourite was always those curvy swept-back pipes. They looked like they had been blown back into that shape by doing the ton – and never mind that if you dropped the bike, they were gone because they were the most vulnerable part of it!

Life in mid-'60s England was pretty grim. World War II was still a vivid memory for most adults, and although there was a growing faith in a better future, repair and recovery was society's theme. But that was not so for the young bunch who had been conceived during the wave of euphoria that had swept the nation in the late '40s.

The war had ended, the Brits had persevered and won – and when the young servicemen returned home, the young women dropped their collective guards (and other things). Of course, that resulted in a tidal wave of babies. By the '60s, that tidal wave was out of school and collecting wages. For a few years, we were the 16 to 19-year-olds – somebody had invented the

**WIN**  
A YEAR'S  
MEMBERSHIP  
TO THE VMCC

The sender of the best The Way We Were story each month wins a free membership of the VMCC for a year





RIGHT: Paul Liversidge, a style icon to Allan and his mates, on his Bonnie café racer

Ian Mace, another our role model for Allan and his Mansfield mates. Check out the oh-so-low clip-ons!



teenager and we were, for the first time in history, in no hurry to be carbon copies of our parents.

We had grown up with comics and films that glorified the war heroes of Britain and America. John Wayne had won the war, and many of us were looking around for our own brand of hero. Rock stars filled that role in the dreams of many a teen, but some of us wanted the men we worshipped to inhabit a bit more of a dangerous world – we saved our adulation for the guys who risked their life on race tracks, from the local lads like John ‘Moon Eyes’ Cooper through to world champion

Mike ‘The Bike’ Hailwood.

Our heroes had open exhausts – and we wanted the same. Our heroes wore leather – and we did, too. Our heroes had rearsets – so did we. Of course, these fashion trends soon became caricatures and the bikes began to wear clip-ons so low that you could hardly see over the headlamp. One particularly memorable example (as seen in the photo above) was a Triumph belonging to Ian Mace, a mate who was a couple of years older than us and worked as a mechanic at Copes, a local bike shop in Mansfield. Wow! He had a Bonneville, he had a

steady girlfriend and he had a dream job. He was inspirational!

Another trendsetter and style icon was Paul Liversidge. Just look at the blue Triumph pictured above – he had all the gear, clip-on ‘bars, swept-back exhausts, glassfibre tank and seat, and open reverse-cone megas. What a glorious sound – every gearchange and roar on the overrun could be heard as he rode home to the next town, over five miles away!

At first, as many of us were 16 or 17 years old, we couldn’t go into pubs for a beer, so we rode out onto the newly-created ring roads and motorways, where transport cafés were conveniently sited for long-distance truck drivers. Here we could park up, swagger around, look menacing (ha-ha), make a noise, play the juke box and talk for hours, all for the price of a cuppa. My parents used to moan: “Why don’t you go during the daytime?” and: “What are you lot up to – just drinking coffee?” The generation gap was setting in...

As an apprentice diesel mechanic with some knowledge and spannering skills, fixing the many discarded and unwanted Brit bikes of the ‘50s and ‘60s was fun. Between us, a nearby friend called Graham, my brother Dave and myself, we built some unusual specials. There were a couple of TriBSAs, a Velocette with glassfibre bodywork and twin (back to back) front brakes, some lowered and modified sidecars and a Gold Star hybrid using a Scrambler engine.

They were all what we now call café racers – and our greatest thrill was to goad a fast car or sports car into a duel. A big problem, however, was that Brit bikes were equipped with Lucas electrics. On the maker’s badge ‘Joseph Lucas Ltd’, we all mentally added: ‘Prince of Darkness’. It was always a 50/50

Alan on his budget Goldie special, ready to ride to the 1968 TT races







## 'IMAGINE THE TERROR AS YOU SNEAKED PAST A SPORTS CAR AT SPEED, THEN – BANG! DARKNESS!'

gamble when, returning home after being out, you switched on your lights. Would they work or would you be tailing a more fortunate mate whose lights still worked?

So a number of our bike projects had no lighting systems at all, especially a Super Rocket of mine that let go of its generator while I was riding it (I didn't stop to pick it up, as I saw the damage it had done to the front of the following car!) The solution to our lighting problem

ABOVE: Off to Blackpool on the M1 with Graham (and beers)

Norton ES2 with impromptu passenger

BELOW: The White Cross club lined up in Blackpool

was to put bicycle lights on the front and back of our motorbikes. Imagine the thrill/terror as you finally sneaked past some sports car you'd be dicing with at high speed and then – bang! Darkness!

As dedicated café racers, we had to make our pilgrimages to the local race circuits: Cadwell Park, with its mini-mountain that saw many bikes doing wheelies over the crest; or wind-swept Darley Moor, which had been a WWII airfield in a

previous life; or the tight and twisty Mallory Park. Mallory was a spectator's track where our lads and lasses of the Mansfield White Cross club would spread out on the bank overlooking the main straight. As the old Brit singles would come past on full throttle, the sound bounced off the advertising hoardings that lined the track with a strange 'zinging' echo. Almost half of the track consists of Gerrard's – and to watch such equally matched 500cc singles, tightly bunched and banked over to the limit round that long, sweeping bend was exciting stuff.

Wandering around the pits or even the parking area was awe-inspiring – and it was while inspecting the show in the bike parking at Mallory one day that I saw my first Beemer. Yes, it was an old man's style of bike. Yes, it was foreign. But it was so smart and purposeful. It stood out like the proverbial 'dog's bollocks.

Surrounded by British bikes of various dark muted colours, it shone like a ray of sunshine – brilliant white from front to rear, with huge mudguards and a massive lump of a petrol tank. Many years later, I found out that it was a BMW R69S, but that unique and stunning vision stayed with me – and years later, when I moved to South Africa, I would realise what it was like to experience riding that vision. But that's another story. (To be continued...)



# THE VINTAGE MOTOR CYCLE CLUB

## KEEPING OUR MOTORCYCLE HERITAGE ALIVE

ONLINE: VMCC.NET SHOP ONLINE: VMCCSHOP.COM TEL: 01283 540 557

 VINTAGE MOTOR CYCLE CLUB (VMCC)  @VMCCUK



# Insurance for your Classic



## Bike.



If you are looking for affordable Classic Bike insurance you can trust Bikesure to find you a competitive insurance quote that won't compromise on quality.

We offer specialist policies, which we tailor to your own riding history and personal requirements.

**POLICY BENEFITS AVAILABLE CAN INCLUDE:**

- Modifications Cover • Free Legal Expenses
- Laid-up Cover • Agreed Values

**bikesure.co.uk**



**CALL US ON FREEPHONE**

**0808 1001 276**

Authorised and regulated by the Financial Conduct Authority





## YOUR LETTERS



# Exhibiting good taste

**CB reader Maurice Parker suggests a collection worth a stopover in central France**



YOUR RECENT SERIES on motorcycle collections put me in mind of a small museum I happened across whilst touring France a couple of years ago. The small but beautifully arranged museum dedicated to Monet et Goyon in Melle, near Niort in central France is well worth a visit.

**'IT IS A SMALL  
BUT BEAUTIFULLY  
ARRANGED MUSEUM'**

It is tucked away and appears to be little more than a shop front, but the wealth of interesting exhibits is truly stunning – all in superb order and watched over by an extremely knowledgeable lady who is obviously passionate about the marque. Monet et Goyon were a major player among French manufacturers from 1917 until they ceased trading in 1959, and had links with Villiers in the UK who supplied many of the engines for their two-stroke models. If you are ever in the region, take a look, you won't be disappointed.

**Maurice Parker**

## RIP COLIN SEELEY

*The news that Colin Seeley has passed away is very sad. His place in motorcycle history is assured and his technical development within the sport was immense. I still remember the sight and sound of the URS solo and outfit howling around Brands Hatch. Ironically, I recently rediscovered this picture in an old, forgotten album, showing both bikes being worked on in the pits that day.*

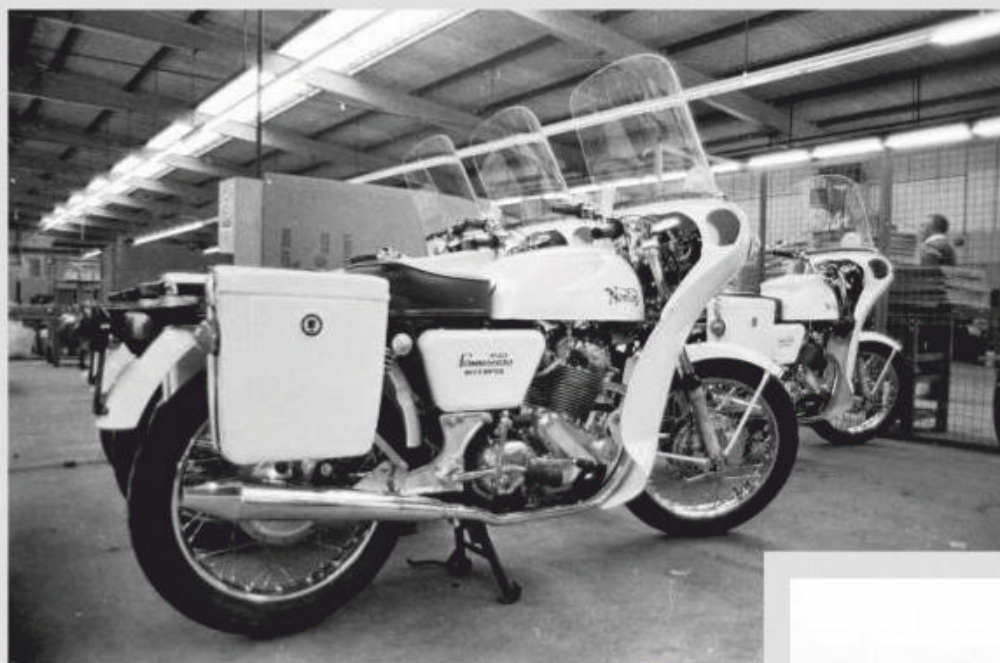
**Michael Gardner**







PHOTOGRAPHY: ALLAN TANNENBAUM



took it back in part-ex for a secondhand Suzuki 750 Kettle – I did 20,000 miles in 18 months around London on that without a single glitch. So no nostalgia for that Norton. None. Woof!  
**Mark Brett, London**

## MORE WARPING PLEASE

Loved the article in January's issue 'Inside timewarp Norton and Ducati factories'. It got me thinking that a similar kind of illustrated article comparing 'now and then' production of, say, the Triumph Bonneville would make interesting reading. Also liked and related to Gary Pinchin's Our Classics feature 'Tiger on the Prowl' in the December issue; it's a quandary I can relate to – but unfortunately for me, I sold the bike!

**Gavin Hodges, Chertsey, Surrey**

## CRIMINAL ENGINEERING

The feature on the Ducati and Norton factories in your January issue showed photos of Norton Interpols awaiting delivery. If only they had never left the depot! In a moment of madness in 1977, I bought a secondhand one from Myers Motors in South London to use for messengering. OK, it parted the traffic, as the two-tone horns were still in place! But out of 30-plus bikes I have owned, it was by far the most unreliable, antiquated gearbox-case-breaking oily old dog. It made my Panther look modern. I would spend four days a week working and three fixing it. Couldn't earn a living on it, but I got really fit pushing it. I reckon road crime went up by a third when the police had theirs all parked up. Luckily Myers



## HOSPITAL FOOD FOR THOUGHT

In your 'King of the Road' article in the November issue, the author mentions that Elvis once lived on Getwell Road and that 'if there isn't a hospital on that road, they should build one'. Actually, they did! The Kennedy Hospital opened in 1943 and treated thousands of US combat veterans and even had German POWs. Elvis took his Army pre-induction physical there as well. Oddly enough, the road was originally named Shotwell – but that wasn't considered an appropriate address for wounded soldiers, so the street name was changed to Getwell.

**Jack Brown, Memphis, Tennessee**

PHILLIP HARRINGTON / ALAMY STOCK PHOTO



Any excuse to  
print a photograph  
of a Spitfire...



SHUTTERSTOCK

## PLANE FOR ALL TO SEE

The interviews in *Classic Bike* of retired significant figures in the motorcycle world seem to be an excellent initiative! However, before one statement in 'At lunch with Chas Mortimer' (February issue) slides into becoming 'fact', I might mention that neither Chas's grandfather, nor anyone else, flew a Spitfire in 1932. The maiden flight of this aviation icon occurred on March 5, 1936, with the plane flown by Joseph 'Mutt' Summers, the Chief Test Pilot for Vickers Supermarine.

**Nigel Stennett-Cox, North Walsham**

*Oops – we double-checked all Chas's racing facts, but neglected to check this aviation fact. Hope it didn't affect your enjoyment of the rest of the interview. Chocks away, Mark H*

## A10 MEMORIES (SLIGHT REPRISE)

Quite why your article on Adrian Baker's A10 (November issue) upset Ken Stephen (Letters, January issue) so, I cannot understand. This A10 is one man's bike and the work he has done on it over several decades to achieve his 'ideal'. It's not an oily-rag job, it is ridden quite hard and is a very practical machine – and for Adey Baker it's his perfect A10, till the next mod comes along. I know all this, as I sold Adey the bike initially and am a very good friend. Whether the forks sit too high is irrelevant. The suspension is much better and the brakes far superior to many other A10s and it's a great bike to ride. It is chucked around the roads with great enthusiasm and, lastly, it is a 'classic bike'.

**Martin Wardle**





1910 BAT 500cc

Estimate: £25,000 - £30,000\*

H AND H

AUCTIONEERS  
FOR THE CLASSIC COLLECTOR



NEXT  
AUCTION  
**07<sup>th</sup>**  
APRIL 2020

## ENTRIES NOW INVITED TO OUR NEXT AUCTION AT THE NATIONAL MOTORCYCLE MUSEUM



### Reasons to consign with H&H Classics

- Payment within 14 days as standard
- Personal attention and excellent service
- You will always be dealing with industry experts
- Buy at the auction or online
- Extensive, professional marketing support for your bike
- Our auction is held at the magnificent National Motorcycle Museum, the largest and finest anywhere in the world



### NOW TAKING CONSIGNMENTS FOR OUR NATIONAL MOTORCYCLE MUSEUM AUCTION

Call us: +44 (0)1925 210035 | or visit: [www.HandH.co.uk](http://www.HandH.co.uk)

\*All hammer prices are subject to a Buyer's Premium of 12.5% (+ VAT)

DISCOVER  
THE DIFFERENCE



# Machine Mart

64 SUPERSTORES NATIONWIDE

WHERE QUALITY COSTS LESS



Clarke **HD PLUS**

BALL BEARING ROLLER DRAWERS

## MODULAR GARAGE STORAGE SYSTEMS

**NEW RANGE**

PRICE CUT NOW FROM  
**£819.00** EXC.VAT  
**£982.80** INC.VAT  
WAS £1018.80 inc.VAT

- ✓ CREATE THE PERFECT FITTED GARAGE / WORKSHOP
- ✓ HEAVY DUTY, PROFESSIONAL PACKAGES - CHOICE OF 10
- ✓ ALL UNITS ALSO AVAILABLE SINGLY FOR CUSTOM BUILD

PACKAGE A  
**£1999.00** EXC.VAT  
**£2398.80** INC.VAT

ALL THIS FROM ONLY  
**£71.91** INC VAT  
PER MONTH\*

Modular design – build your own by adding units as required

Gas struts to hold top cabinet doors open



**FREE UK DELIVERY**

High quality, stylish, black and grey powder coated finish

A choice of stainless steel or wooden worktops

Top quality super smooth ball bearing drawer runners

Lockable floor cabinets

Corner units in stock



**£129.98** EXC.VAT  
**£155.98** INC.VAT

Clarke **HD PLUS**  
BALL BEARING ROLLER DRAWERS

### HEAVY DUTY & PROFESSIONAL THE ULTIMATE IN TOOL STORAGE!

• Extra heavy gauge double wall steel construction

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

EXTRA LARGE DRAWER PULLS

"Fantastic chest and top box combi, well built, well packed ideal for home and workshop use. Will be getting another set asap"  
See [www.machinemart.co.uk](http://www.machinemart.co.uk)

**£249.98** EXC.VAT  
**£299.98** INC.VAT



BLUE LINE INDUSTRIAL

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT

MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
1 CBB209B	9 Dr Chest	710x315x420	£129.98	£155.98
CBB210B	10 Dr Chest	710x315x475	£139.98	£167.98
CBB203B	3 Dr step up	710x315x250	£72.99	£87.59
CBB215B	5 Dr Cabinet	758x468x815	£199.98	£239.98
2 CBB217B	7 Dr Cabinet	758x468x975	£249.98	£299.98
CBB213B	3 Dr Cabinet	758x481x975	£199.98	£239.98

Clarke **HD PLUS**  
BALL BEARING ROLLER DRAWERS

### MECHANICS/ PROFESSIONAL TOOL CHESTS/ CABINETS

FULL EXTENSION ROLLER RUNNERS FOR SMOOTH OPENING ACTION

CTC1300B  
**£159.98** EXC.VAT  
**£191.98** INC.VAT

13 DRAWER COMBO

LARGE CAPACITY LOWER STORAGE COMPARTMENTS



### EXTRA LARGE EXTRA HEAVY DUTY

BALL BEARING ROLLER DRAWERS

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT\*

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

MODEL	SIZE	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
1 CBB224B	41"	14 Dr chest	1045x415x486	£269.98	£323.98
2 CBB226B	41"	16 Dr cabinet	1126x468x1000	£469.00	£562.80

GAS STRUTS Hold lid open

**£269.98** EXC.VAT  
**£323.98** INC.VAT

EXTRA LARGE 41" CABINET

**£469.00** EXC.VAT  
**£562.80** INC.VAT

Clarke **HD PLUS**  
BALL BEARING ROLLER DRAWERS

### TOOL CHESTS/ CABINETS

• Heavy duty/industrial build quality with lockable front covers for added security and protection

LOCKABLE FRONT COVERS STORE NEATLY WITHIN CABINET

MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
1 CBB209DF	9 Dr chest	710x370x420	£144.99	£173.99
2 CBB211DF	11 Dr Cabinet	785x490x1075	£289.98	£347.98
CBB309DF	9 Dr chest	975x370x420	£169.98	£203.98
CBB311DF	11 Dr Cabinet	1045x490x1075	£349.98	£419.98



**£289.98** EXC.VAT  
**£347.98** INC.VAT

### Clarke PREMIUM CHESTS/ CABINETS

BALL BEARING ROLLER DRAWERS

Combines premium quality with fiercely competitive pricing & super smooth ball bearing roller drawers

SEE WEBSITE FOR PACKAGE DEALS WITH TOOLS

EXTRA LARGE BOTTOM DRAWERS

MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC. VAT
1 CLB900	9 Dr chest	660x305x475	£119.98	£143.98
2 CLB1007	7 Dr cabinet	685x465x955	£199.98	£239.98



30 KG MAX DRAWER LOAD

**£199.98** EXC.VAT  
**£239.98** INC.VAT

### Clarke BOLTLESS SHELVING BENCHES

• Simple fast assembly in minutes using only a hammer

**SAVE 10% EXTRA**  
WHEN YOU BUY 4 SHELVING UNITS AND SAVE AT LEAST £23.99 INC.VAT

150 KG PER SHELF  
Strong 9mm fibreboard shelves

350 KG PER SHELF  
Strong 12mm fibreboard shelves

CHOICE OF 5 COLOURS  
RED, BLUE, GREY, SILVER & GALVANISED STEEL

MODEL	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
150kg	800x300x1500	£29.98	£35.98
350kg	900x400x1800	£49.98	£59.98



### Clarke HEAVY DUTY BOLTLESS SHELVING

Boltless, quick and easy assembly (only a mallet required) • Tough steel frame • Adjustable height shelves • 5 easy wipe clean laminate board shelves • (W)1220 x (D)460 x (H)1830

265 KG PER SHELF  
ONLY **£79.98** EXC.VAT  
**£95.98** INC.VAT  
BLUE, RED AND SILVER AVAILABLE

### Clarke WORKBENCH WITH PEGBOARD

Easy to assemble, providing valuable working space and plenty of additional storage capacity.

Available in Red or Galvanised Finish

• Dimensions (LxWxH) - 1150 x 560 x 1440 mm  
• Pegboard back wall with 30 hooks supplied



**£64.99** EXC.VAT  
**£77.99** INC.VAT

CWB-R1B



## Clarke HYDRAULIC MOTORCYCLE LIFT

**450 CML3**  
FOLDS FLAT FOR EASY STORAGE  
• Safety locking device • Hinged ramp for easy loading • Table size 2200 x 685mm • Fully mobile • Max lift height 770mm  
AIR ASSISTED VERSION ALSO IN STOCK FOR ONLY £550.80 INC. VAT

**BEST SELLER**

EASY TO USE WEBSITE  
NOW OVER **21,000** PRODUCTS ONLINE!

For hard-to-find, specialist items visit the

**Xtra** section on

machinemart.co.uk

**FREE 508 PAGE CATALOGUE**  
Over **760** PRICE CUTS & NEW PRODUCTS



**GET YOUR FREE COPY NOW!**

• IN-STORE  
• ONLINE  
• PHONE

0844 880 1265

### Clarke HYDRAULIC MOTORCYCLE AND ATV LIFT

• Easy to use, foot pedal operated  
• 4x wheels (2x with castors)  
• 680kg capacity  
• Inc. securing straps

**119.00** EXC. VAT  
**142.80** INC. VAT

**CML5**

### Clarke MOTORCYCLE DOLLY

• For storing & moving motorcycles & scooters  
• Max load capacity 567kg • Unique fold down ramps

**79.98** EXC. VAT  
**95.98** INC. VAT

**MCD1**

### Clarke DRILL PRESSES

• Range of precision bench & floor presses for enthusiast, engineering & industrial applications

**69.98** EXC. VAT  
**83.98** INC. VAT

**CDP152B**

MODEL	MOTOR (W)	EXC. VAT	INC. VAT
CDP5EB	350 / 5	£69.98	£83.98
CDP102B	350 / 5	£79.98	£95.98
CDP152B	450 / 12	£149.98	£179.98
CDP202B	450 / 16	£189.00	£226.80
CDP452B	550 / 16	£239.00	£286.80
CDP10B	370 / 12	£199.98	£239.98
CDP352F	550 / 16	£229.00	£274.80
CDP502F	1100 / 12	£549.00	£658.80

### Clarke MECHANICS MOBILE SEAT

• Strong steel frame • 4 rubber wheeled castors  
• Comfortable padded seat  
• Integral storage tray

**18.99** EXC. VAT  
**22.79** INC. VAT

**CMS1**

### Clarke METAL LATHE

• 300mm between centres • LH/RH thread screw cutting • Electronic variable speed • Gear change set • Self centering 3 jaw chuck & guard • Power feed

**579.00** EXC. VAT  
**694.80** INC. VAT

**CL300M**

### Clarke JETSTAR PRESSURE WASHERS

Makes easy work for washing vehicles, patios, stonework, etc.  
• JET7500, 8500 & 9500 include hose reel

**59.98** EXC. VAT  
**71.98** INC. VAT

**210 Bar 3045 psi JET9500**

### Clarke MOTORCYCLE RAMP

• Lightweight aluminium folding motorcycle/loading ramp  
• Anti-slip wheel grips  
• Individual steps for extra strength • 340kg max load

**69.98** EXC. VAT  
**83.98** INC. VAT

**MAR200B**

### Clarke INTELLIGENT AUTOMATIC CHARGER / MAINTAINERS

Keep batteries in top condition over a long period

**24.99** EXC. VAT  
**29.99** INC. VAT

**CB09-12**

MODEL	STAGES	BATTERY	EXC. VAT	INC. VAT
CB03-12	3	6Ah-40Ah		
		12V lead acid	£24.99	£29.99
CB09-6/12	9	Up to 80Ah 6V / 12V lead acid	£39.98	£47.98
CB09-12	9	Up to 160Ah 12V lead acid & calcium	£59.98	£71.98

### Clarke INSTANT SHEDS

• UV treated & water proof cover for protection against all elements  
• Rugged ratchet tight tensioning  
• Heavy duty steel frame

**159.00** EXC. VAT  
**190.80** INC. VAT

**CIS8612**

MODEL	SIZE (LxWxH)	EXC. VAT	INC. VAT
CIS788	2.4 x 2.4 x 2.1m	£159.00	£190.80
CIS8612	3.7 x 2.2 x 2.4m	£189.00	£226.80
CIS81212	3.6 x 3.6 x 2.5m	£209.00	£250.80

### Clarke ELECTRIC HEATERS

**BEST SELLER**  
DEVIL 7003  
FROM ONLY **49.98** EXC. VAT  
**59.98** INC. VAT

DEVIL 6003  
FROM ONLY **49.98** EXC. VAT  
**59.98** INC. VAT

### Clarke BENCH BUFFERS/ POLISHERS

For a brilliant shine

**64.99** EXC. VAT  
**77.99** INC. VAT

**MODEL DIA. (MM) EXC. VAT INC. VAT**

CBB150	150	£64.99	£77.99
CBB200	200	£79.98	£95.98

### Clarke NO GAS/GAS MIG WELDERS

• Professional type torch with on/off control • Thermal overload protection • Turbo fan cooled  
• Easy conversion to gas with optional accessories

**124.99** EXC. VAT  
**149.99** INC. VAT

**MIG102NG**

### Clarke WIZ MINI AIR COMPRESSOR

• Ideal for brush work • 1.58cfm air displacement  
• 2.8 bar maximum pressure • Inc. gauge

**84.99** EXC. VAT  
**101.99** INC. VAT

**IDEAL FOR AIRBRUSH WORK**

### Clarke ARC / TIG INVERTER WELDERS

• Efficient inverter technology  
• Variable output current

**129.98** EXC. VAT  
**155.98** INC. VAT

MODEL	MIN/MAX ELECTRODE	OUTPUT	DIA.	EXC. VAT	INC. VAT
AT133	10A-130A	2.5/3.2	mm	£129.98	£155.98
AT135	10A-130A	2.5/3.2	mm	£169.98	£203.98
AT162	10A-160A	2.5/3.2/4.0	mm	£149.98	£179.98
AT165	10A-160A	2.5/3.2/4.0	mm	£199.98	£239.98
MMA140	20A-140A	1.6-3.2	mm	£119.00	£142.80
MMA200	20A-200A	1.6-4	mm	£159.00	£190.80

### Clarke DIESEL/PARAFFIN HEATERS

FROM ONLY **189.00** EXC. VAT  
**226.80** INC. VAT

DEVIL 7003  
FROM ONLY **49.98** EXC. VAT  
**59.98** INC. VAT

DEVIL 6003  
FROM ONLY **49.98** EXC. VAT  
**59.98** INC. VAT

### Clarke TURBO AIR COMPRESSORS

Superb range ideal for DIY, hobby & semi-professional use

**89.98** EXC. VAT  
**107.98** INC. VAT

**8/260**

MODEL	MOTOR	CFM	TANK	EXC. VAT	INC. VAT
8/260	2HP	7.5	24ltr	£89.98	£107.98
7/250	2HP	7	24ltr	£94.99	£113.99
11/260	2.5HP	9.5	24ltr	£109.98	£131.98
8/550	2HP	7.5	50ltr	£119.98	£143.98
11/550	2.5HP	9.5	50ltr	£139.98	£167.98
16/510*	3HP	14.5	50ltr	£209.00	£250.80
16/1010*	3HP	14.5	100ltr	£259.98	£311.98

### Clarke MIG WELDERS

Quality machines from Britain's leading supplier  
See online for included accessories

**194.99** EXC. VAT  
**233.99** INC. VAT

**FROM ONLY**

MODEL	MIN-MAX AMPS	EXC. VAT	INC. VAT
PR090	24-90	£194.99	£233.99
110E	30-100	£229.98	£275.98
135TE Turbo	30-130	£249.98	£299.98
151TE Turbo	30-150	£289.00	£346.80
175TECM Turbo	30-170	£449.00	£538.80
205TE Turbo	30-185	£489.00	£586.80

### Clarke MICRO JUMP STARTS

12V JUMP START

**49.98** EXC. VAT  
**59.98** INC. VAT

**JSM200**

### Clarke TURBO FAN GAS HEATERS

Offering low cost, efficient heating

**DUAL VOLTAGE 230V**  
**110V**  
IN STOCK FROM £226.80

**FROM ONLY**  
**79.98** EXC. VAT  
**95.98** INC. VAT

**XR80**

MODEL	MAX OUTPUT KW	EXC. VAT	INC. VAT
Little Devil II	10.3	£79.98	£95.98
Devil 700	15	£99.98	£119.98
Devil 900	24.9	£139.98	£167.98
Devil 1600	36.6	£169.98	£203.98
Devil 2100	49.8	£259.00	£310.80
Devil 4000	131	£429.00	£514.80

### Clarke SPRAY GUNS

HUGE CHOICE IN-STORE/ ONLINE  
**23.99** EXC. VAT  
**28.79** INC. VAT

**PRO12C/ 14C/18C** 1.2mm, 1.4mm, 1.8mm  
**PGF14/18** Pro, Gravity  
**SP14/18C** 1.4mm/1.8mm  
**AP15** HVLP, 2.2mm

### Clarke SOCKET SETS

Top quality chrome vanadium steel.  
• 18 Sockets 8-32mm  
• Reversible ratchet  
• Comfort grip handle

**26.99** EXC. VAT  
**32.39** INC. VAT

**PRO360**

### Clarke 1/2" TORQUE WRENCH - CHT141

• 5" Extension bar  
• 1/2" - 3/8" adaptor  
• 28-210 Nm

**25.99** EXC. VAT  
**31.19** INC. VAT

### PAY Monthly NO DEPOSIT

• Over 18, 24 or 36 months  
• From only £300 minimum spend\*  
• 18.9% Rep. APR

**5 MIN APPLICATION!**

NEW SPECIALIST MOTORCYCLE TOOLS - SEE CATALOGUE, ONLINE AND IN-STORE			
VISIT YOUR LOCAL SUPERSTORE			
BARNESLEY Pontefract Rd, Barnsley, S71 1EZ	01226 732297	EXETER 16 Trusham Rd. EX2 8QG	01392 256 744
B'HAM GREAT BARR 4 Birmingham Rd.	0121 358 7977	GATESHEAD 50 Lobley Hill Rd. NE8 4YJ	0191 493 2520
B'HAM HAY MILLS 1152 Coventry Rd, Hay Mills	0121 7713433	GLASGOW 280 Gt Western Rd. G4 9EJ	0141 332 9231
BOLTON 1 Thynne St. BL3 6BD	01204 365799	GLOUCESTER 221A Barton St. GL1 4HY	01452 417 948
BRADFORD 105-107 Manningham Lane. BD1 3BN	01274 390962	GRIMSBY ELLIS WAY, DN32 9BD	01472 354435
BRIGHTON 123 Lewes Rd. BN2 3QB	01273 915999	HULL 8-10 Holderness Rd. HU9 1EG	01482 223161
BRISTOL 1-3 Church Rd, Lawrence Hill. BS5 9JJ	0117 935 1060	ILFORD 746-748 Eastern Ave. IG2 7HU	0208 518 4286
BURTON UPON TRENT 12a Lichfield St. DE14 3QZ	01283 564 708	IPSWICH Unit 1 Ipswich Trade Centre, Commercial Road	01473 221253
CAMBRIDGE 181-183 Histon Road, Cambridge. CB4 3HL	01223 322675	LEEDS 227-229 Kirkstall Rd. LS4 2AS	0113 231 0400
CARDIFF 44-46 City Rd. CF24 3DN	029 2046 5424	LEICESTER 69 Melton Rd. LE4 6PN	0116 261 0688
CARLISLE 85 London Rd. CA1 2LG	01228 591666	LINCOLN Unit 5, The Pelham Centre. LN5 8HG	01522 543 036
CHELtenham 84 Fairview Road. GL52 2EH	01242 514 402	LIVERPOOL 80-88 London Rd. L3 5NF	0151 709 4484
CHESTER 43-45 St. James Street. CH1 3EY	01244 311258	LONDON CATFORD 289/291 Southend Lane SE6 3RS	0208 695 5684
COLCHESTER 4 North Station Rd. CO1 1RE	01206 762831	LONDON 6 Kendal Parade, Edmonton N18	020 8803 0861
COVENTRY Bishop St. CV1 1HT	024 7622 4227	LONDON 503-507 Lea Bridge Rd. Leyton, E10	020 8558 8284
CROYDON 423-427 Brighton Rd, 1st Croydon	020 8763 0640	LUTON Unit 1, 326 Dunstable Rd, Luton LU4 8JS	01582 728 063
DARLINGTON 214 Northgate. DL1 1RB	01325 380 841	MAIDSTONE 57 Upper Stone St. ME15 6HE	01622 769 572
DEAL (KENT) 182-186 High St. CT14 6BQ	01304 373 434	MANCHESTER ALTRINCHAM 71 Manchester Rd. Altrincham	0161 9412 666
DERBY Derwent St. DE1 2ED	01332 290 931	MANCHESTER CENTRAL 209 Bury New Road M8 8DU	0161 241 1851
DONCASTER Wheatley Hall Road	01302 245 999	MANCHESTER OPENSHAW Unit 5, Tower Mill, Ashton Old Rd	0161 223 8376
DUNDEE 24-26 Trades Lane. DD1 3ET	01382 225 140	MANSFIELD 169 Chesterfield Rd. South	01623 622160
EDINBURGH 163-171 Piersfield Terrace	0131 659 5919	MIDDLESBROUGH Mandale Triangle, Thornaby	01642 677881
		NORWICH 282a Heigham St. NR2 4LZ	01603 766402
		NOTTINGHAM 211 Lower Parliament St.	0115 956 1811
		PETERBOROUGH 417 Lincoln Rd. Millfield	01733 311770
		PLYMOUTH 58-64 Embankment Rd. PL4 9HY	01752 254050
		POOLE 137-139 Bournemouth Rd. Parkstone	01202 717913
		PORTSMOUTH 277-283 Copnor Rd. Copnor	023 9265 4777
		PRESTON 53 Blackpool Rd. PR2 6BU	01772 703263
		SHEFFIELD 453 London Rd. Heeley. S2 4HJ	0114 258 0831
		SIDCUP 13 Blackfen Parade, Blackfen Rd.	0208 3042069
		SOUTHAMPTON 516-518 Portsmouth Rd.	023 8055 7788
		SOUTHEND 1139-1141 London Rd. Leigh on Sea	01702 483 742
		STOKE-ON-TRENT 382-396 Waterloo Rd. Hanley	01782 287321
		SUNDERLAND 13-15 Ryhope Rd. Grangetown	0191 510 8773
		SWANSEA 7 Samlet Rd. Llanasmet. SA7 9AG	01792 792969
		SWINDON 21 Victoria Rd. SN1 3AW	01793 491717
		TWICKENHAM 83-85 Heath Rd. TW1 4AW	020 8892 9117
		WARRINGTON Unit 3, Hawley's Trade Pk.	01925 630 937
		WIGAN 2 Harrison Street, WN5 9AU	01942 323 785
		WOLVERHAMPTON Parkfield Rd. Bilston	01902 494186
		WORCESTER 48a Upper Tything. WR1 1JZ	01905 723451

29553 Calls to the catalogue request number above (0844 880 1265) cost 7p per minute plus your telephone company's network access charge. For security reasons, calls may be monitored. All prices correct at time of going to press. We reserve the right to change products and prices at any time. All offers subject to availability, E&OE. \*Terms & conditions apply see machinemart.co.uk/finance for more details



# The Future of the Past

The destiny of the classic world is in the hands of youthful enthusiasts like Ewan Burgess – a young man whose zeal for old machines led to a dream job working on British bikes



WORDS: GARY PINCHIN PHOTOGRAPHY: GARY MARGERUM











TOP: Ewan managed to buy his plunger-framed 1950 A7 BSA on the cheap and modified it himself  
 ABOVE (CENTRE): Ewan working on cylinder head  
 ABOVE: The 1972 Husqvarna motocrosser that he plans to race this year in the Pre-74 class

## *I've always been into working on old vehicles. My first car was an Austin A35'*

**E**wan Burgess looks like he might have been born in the wrong decade. Standing there tinkering with an old Triumph, the 21 year-old mechanic is dressed in an old, fraying waxed jacket with sewn-on BSA patches. There's the ubiquitous flat cap, jeans with turn-ups and desert boots that were de rigueur in the 1950s and '60s...

But this is not some kind of 'hipster' fashion, donned for a photo shoot. This is Ewan's everyday style, something that developed from his early teenage years. "I've always been into working on old vehicles," he says. "At college I studied agricultural engineering, so I was working on farm machinery. My step dad had a BSA 441 Victor GP 'crosser which he built. He also had a Greeves scrambler. I was seven when my step dad came into my life, so he's had quite an influence on me. He's also into old cars and had a Sunbeam Alpine. My first car was an Austin A35. I just love old stuff."

For his one-day-a-week placement while at college, Ewan secured work at CCK Historic in Uckfield, East Sussex, a highly respected company that specialises in complete restoration of classic cars and preparation of historic racing cars. "As they deal in classic racing cars, they'll go to the an even like the Goodwood Revival with five cars," explains Ewan. "I was doing prep work there and my first job was to take the engine out of a Nash Metropolitan. I worked on A40s, Minis, etc. Their workshop is unbelievable and I learned so much."

Despite that, Ewan reckons his plan was always to work in the agricultural industry. "That was my aim, but through CCK I went to Goodwood and, just by chance, I met Cliff and Kev [Cliff Rushworth and his son Kevin, who own London-based pre-unit Triumph bike specialists Ace Classics]. I saw their sign-written Chevy pick-up, which was used as the official vehicle for the Revival motorcycle races – and I realised their shop was literally just around the corner from where I lived. So I walked up to them and asked them if they had a job!"

Initially, they said they didn't have anything. They already had a guy called Alan who did all their engine builds and servicing – and would probably struggle to find the time to nurture a youngster. But after giving it some thought, Cliff contacted him to offer some part time work.

Cliff says: "You could tell the lad had a passion for working on classics cars and bikes. He was just 18 when he first came here – and turned up in an Austin A35, which he'd bought at the age of 14. He'd done an engine job and dropped the suspension. Anyway, although we didn't have anything going at the time, I did have a few one-off jobs that needed sorting. I offered him one-day-a-week for a while, just to see how things worked out. His first job was assembling 200 sets of forks, and he fitted right in."

From there, one-off jobs followed one-off jobs... to the point where Cliff and Kev realised that Ewan had the ability to learn fast and could become a real asset to the firm. "After I'd done the forks, Cliff found me something else to do," says Ewan. "When that was done, there was something else, to the point where it escalated into a full-time job – my first job after leaving college. It's what I want to do. I still get to work on agricultural stuff; my dad works on a golf course and gets me there to fix their grass-cutting machines!"

Ewan rides a decidedly non-standard 1950 plunger-framed BSA A7. "It came up for sale, owned by a bloke called Martin Roberts who let me have it cheap. I was inspired by the desert sled Triumphs we do here at Ace – I wanted to build the BSA into something like one of the bikes they would have raced in American desert races in the 1950s and '60s."

"It's got a small export tank, original Bates seat and high-level pipes which I had made by Campbell Exhausts. I geared it for more acceleration, and it's got twin carbs – one with the float bowl chopped off. Then I made the double airbox that runs around both carbs and fitted twin air filters. It's also got a fork brace and high bars."

"The engine has been totally rebuilt with a new crank and pistons. Newmans made me a cam for it. It's an early long-stroke A7, which





Ewan's A7 BSA was inspired by the American desert sled replicas that he helps to build at work



## CLASSIC YOUTH



ABOVE, CLOCKWISE FROM TOP LEFT: Ewan's love of classics extends to his car – this is the engine from his Vauxhall Viva Brabham. Off for a ride on his BSA. Detail of the Watsonian sidecar Ewan restored. Creating details like this authentic-looking dent in a replica of Bud Ekins' TR6SS is all in a day's work

The ageing process on this Ace Classics replica of Bud Ekins' 1962 ISDT Trophy TR6SS was all carried out by Ewan







## *'You're better off having old stuff in London – no MoT, no tax, cheap insurance'*

has different crankcases to the later models, so they made a new cam with an A10, short-stroke profile which makes it breathe a little better. It's only a 500 and quite heavy, so the performance gains are minimal, but I love riding it."

Ewan has decided he wants to race, but building a desert sled Triumph is probably out of the question on two counts: first he needs riding experience, and second, he couldn't afford one right now.

"So I've just bought a 1972 Husqvarna 'crosser," he says. "I plan to race it next year in the Pre-74 class at the Mortimer club events and at the Canada Heights Hare and Hounds – I'm really looking forward to that one. The track is one-third scrambles course, one-third woods and one-third meadow. That should get me honing my off-road skills. I originally learned to ride a bike off road – my step dad bought me a little 50cc thing and I rode that on dirt tracks. But there's a lot to learn from racing the Husky."

On the car front, he has a Vauxhall Viva. It's no ordinary Viva, though – it's one of the Jack Brabham-endorsed models. Off the production line it came with a mildly-tuned version of the original Viva 1159cc engine with twin Stromberg carbs, reworked exhaust manifolds and an uprated camshaft. "It's a 1968 model," he says. "You know BMC did a Mini special – a kind of kitted-up version of the standard car – and used John Cooper's name to sell it. Vauxhall

did the same with the Viva and put Jack Brabham's name on it. I'm in the process of rebuilding it and have just paid £2500 just in engine bits. I don't do modern cars."

Ewan's passion for old stuff goes beyond classic bikes and cars – and he's not alone in his love for the old stuff. "I was always into rock 'n' roll," he says. "Lately I've got into the Woodstock stuff, but my friends are into rhythm and blues, rock 'n' roll... 1950s/60s stuff. There's a load of us, some into cars, some into scooters, some into bikes, but unlike the mods and rockers era in the '60s, we're all one big group. I'd say there's somewhere between 15-20 of us."

"My cousin is a mod. That's how he dresses. He's got a Mini. There's quite a few young guys among us with old classics like Hillman Minxes, Humbers and Minis. My mate Hamish in Wales has a Vespa. Now he's got some kind of Russian two-stroke that he rides. Tom's got a Bantam and an A30 race car. Seven or eight of us went on a road trip last summer to the south coast – and everyone was either on or in an old vehicle. You're better off having old stuff in London, anyway – no MoT, no tax, cheap insurance."

Kev chuckles at the thought of him turning up for work in the Viva. "It's not something you see every day, is it – a young lad driving a classic car? Or riding a classic bike, for that matter. Ewan's really settled in here. Alan's worked with him and nurtured him, and Ewan can pretty much turn his hand to anything: top-end rebuilds, timing, fabrication, welding. Alan does our restoration work and Ewan does everything else – and we're one of the only classic bike shops now offering a full range of services, from buying and selling bikes, stocking a full range of Triumph spares, plus servicing and restoration. Ewan's an asset to our business. He's keen. He can do anything and we'd be lost without him. I love his enthusiasm and it's great to see him treat his bikes like I treat mine."

Ewan did all the work on the Bud Ekins-replica Triumph that Ace Classics has just finished building. It's based on the Trophy





*I'd love a duplex-framed Triumph desert racer like the McQueen #955 we built'*

that Ekins rode to a gold medal in the 1962 International Six Days Trial (ISDT). The original sold for a record-breaking £97,750 at auction – more than one regular Ace customer was prepared to bid.

Kev says: “Our French customer, Cedric, bid but didn’t win it, so we said we’d build him an exact replica. We took photos of the Ekins original at the auction, then gave Ewan an unrestored 1962 Trophy TR6SS that we had and set Ewan the task of creating the replica. I’m really proud of the work he’s done on it – I don’t know anyone who could have done a better job.”

Ewan, clearly embarrassed by the praise, sheepishly adds: “I loved working on the ISDT bike. I loved all the small details it needed. It was a bit of an out-of-the-ordinary job to get it just right.”

Another quirky task he was given was restoring a Watsonian sidecar for a customer. Part of his work was to recreate the entire interior, with wooden panels covered in leatherette. “Yeah it’s made

from real wood – or ‘wood wood’ as Kev likes to call it. The sidecar goes on a rigid 1953 that the owner has had in the family from new. The sidecar was fitted a couple of years after the bike was bought and we’re restoring it.”

Bearing in mind that Ewan already has his mildly-modified BSA, we wondered what he’d consider to be his dream bike. “I’d love a duplex-framed Triumph desert racer like the McQueen #955 that we built a replica of here... or maybe an Aztec and Ivory desert racer. But either would cost me a fortune to build – and I’ve just paid three grand for my Husqvarna! I’ve always wanted a Spitfire scrambler, too. I love desert sleds...”

“But our house is all antiques. Old signs on the walls. I’ve got a box of old bike mags I research stuff from, but I’m also on a Facebook page called ‘Racebook’ that you have to apply to join. It’s full of old desert race bikes and a lot of people connected with 1960s desert racing are on there, like Cliff Coleman and Bud Ekins’ nephew Gene Smith, whose dad Buck was a famous desert racer.”

With all this passion for old race bikes, especially British twins, it’s little wonder that Ewan’s such a good fit at Ace Classics. “It’s brilliant working here,” says. “The stuff I’ve learned from Alan is amazing. I’d learned how to weld, do fabrication and fix bodywork at college, but Alan’s taken me on by miles. I’ve not done any Triumph bottom-end builds yet, but I have done my own BSA and Viva. And, from what I’ve learned, the BSA has a slightly more complex set-up than the Triumph. I do top-end work on the Triumphs all the time, though ‘officially’ I do servicing and repairs – and some fabrication work liking shaping and welding bash plates for the ISDT Triumphs – while Alan focuses on engine building.

“I love the work and there’s so many opportunities to do things connected with the business, too. Kev goes racing in France and Goodwood with the 500 Triumphs, for example. And there’s those replica we create, which are fun to do. I can picture myself doing this forever. Ask anyone in my family and they’ll say the same about me. I really can’t imagine doing anything else.”





# TWIN SHOCKS

Made in England • Custom Built Shocks



[www.hagon-shocks.co.uk](http://www.hagon-shocks.co.uk)  
© 020 8502 6222

## TRIUMPH T140 BONNEVILLE

Bonneville Electric start kit  
to fit T120/T140

Complete range of  
T140 Bonneville spares  
by worldwide mail order



Shropshire Classic Motorcycles

[www.triumphbonneville.com](http://www.triumphbonneville.com)

[info@triumphbonneville.com](mailto:info@triumphbonneville.com)



SHROPSHIRE  
CLASSICS

Tel: 01743 860146



**Kempton Park**

MOTORCYCLE SHOWS & AUTOJUMBLES  
LONDON

THE KEMPTON PARK MOTORCYCLE AUTOJUMBLE

IN ASSOCIATION WITH ACE CAFE LONDON



**SATURDAY, APRIL 4, 2020**

Kempton Park Racecourse, TW16 5AQ (J1 off M3)

More 2020 dates.

May 16 (Autojumble & Show), July 18, September 12, October 24, December 5 (Autojumble & Show)



FREE ADMISSION: ADULT £7 CHILD 15 & UNDER FREE ADM  
OUR BIKE MART? SELLING YOUR BIKE? WHY NOT TRY OUR BIKE MART? SELLING  
529435 EVENT PLANNER: ANDY KITCHEN TEL: 01507 529435 EVENT PLANNER: ANDY KITCHEN  
01507 529435 MOB: 07887 051652 SALES: KYLE CURTIS TEL: 01507 529432 MOB: 07  
E.CO.UK EMAIL: BOOKING@KEMPTONPARKAUTOJUMBLE.CO.UK EMAIL: BOOKING@KEMPTONPARKAUTOJUMBLE.CO.UK  
JUMBLE.CO.UK WWW.KEMPTONAUTOJUMBLE.CO.UK WWW.KEMPTONAUTOJUMBLE.CO.UK



*Ace Classics*

- ♠ PRE-UNIT & UNIT PARTS
- ♠ PAINT SERVICES
- ♠ FULL RESTORATIONS
- ♠ ENGINE & GEAR BOX REBUILDS

Opening Hours: 9:00-18:00 Mon-Fri. 10:00-18:00 Saturday. CLOSED Sunday.

Come and see us at the  
STAFFORD BIKE SHOW  
in the MAIN HALL



NEW RANGE OF T-SHIRTS



### THE #1 TRIUMPH PARTS SUPPLIER

ACE CLASSICS stock parts from early Rigid Triumph's to 1970 Unit Triumphs.  
Fast & Reliable Shipping Across The Globe.



COMPLETE RANGE  
OF CHAIN-GUARDS



HANDLEBARS  
& PARTS



FORK PARTS



FRONT & REAR WHEEL,  
RIGID, QD, NON QD



NUMBER PLATES



TANK PARTS,  
BADGES & TRIM



FULL RESTORATIONS  
AND SERVICING  
ON ALL TRIUMPH ENGINES  
GEAR BOX REBUILDS

95% of our parts are Ace Classics own and are all manufactured in the UK.  
Checkout our website to see our extensive range of parts.

**020 8698 4273**

[www.aceclassics.co.uk](http://www.aceclassics.co.uk)

99-103 St. Mildreds Road, Lee, London, United Kingdom SE12 0RL





# ARIEL

Ben and Jack Butterworth shun modern bikes  
in favour of classic British trials irons

# VIEWS

WORDS AND PHOTOGRAPHY BY GREG MOSS











ABOVE: From left to right: grandad Harold, Jack and Ben in the workshop of Raysons, who made the exhaust for Jack's bike

**H**igh up overlooking Rochdale from an old quarry on the outskirts of the city, brothers Ben (27) and Jack Butterworth (25) are giving me a glimpse of their impressive capabilities and talents onboard their Ariel trials irons. They're accompanied on the sidelines by their grandad, Harold Isherwood (81), ready to tinker and tweak if need be. Ben kicked his over straight out of the van, immediately ready to roll; Jack's took a little fettling – but grandad was in there straight away, adjusting the new carburettor. He soon had the Ariel thumping away tunefully and the brothers headed off into the depths of the quarry.

Earlier in the day, after grabbing a much needed bacon butty and mug of tea at Harold's house, I'd been led through the garage as the trials bikes were loaded into the van. It's spotless – I could eat my bacon roll off the garage floor, nothing's out of place or untidy. A gorgeous BSA B50 Cheney Aberg 580cc motocross bike leans against a wall; I immediately recognise it as a bike I've seen Ben compete on at the Red Marley hillclimb,

covered in mud and thrashed to within an inch of its life up the hill. It now sits looking immaculate, its chrome tank gleaming in the light. There's a real sense of pride in these bikes, the finish is meticulous.

Although Jack and Ben have been well acquainted with modern trials in the past, the appeal of riding pre-65 machines has become so strong that the most modern bikes they swing their legs over these days are pair of twinshock Fantics they've recently invested in. So what is it about riding old bikes that makes them shun modern trials, what keeps them going back for more?

"It's just everything about them, the characteristics... but it's the noise that really makes it for me," says Ben. Jack agrees: "It's just more enjoyable being on an older bike – the sound of 'em and the way they look, they're just so much better than modern bikes. It's a massive difference – it's just more fun. You get comments like: 'Bloody hell, how the hell do you ride that!?' and it just gives you an enthusiasm to do it."

At first the brothers came across a few, shall we say, 'disgruntled' veterans of the pre-65 scene who were



RIGHT: Jack gets the front wheel up on his Ariel in a quarry near Rochdale

FAR RIGHT: Jack's bike is a 1958 Ariel HT500, bought as a rolling wreck. Grandad Harold worked his magic to get it to this state



miffed that these two youngsters were soon dominating a lot of the competitions. “The older blokes didn’t like it at first; they’d pull a face when we’d turn up,” explains Ben. “But they all seem to have warmed to us, after I said to them: ‘What happens when you can’t ride any more? The sport stops and there’s no need for it to stop.’

Thankfully the brothers are now a little more welcome in the scene and hopefully their exploits will encourage more lads and girls in their teens and twenties to follow suit. Ben adds that they don’t limit their Ariels to classic competition: “I’ve gone and done modern trials on my bike, got some good results on it. They must pull a face when they’ve got a brand new 2019 Gas Gas and you’re on a 1958 Ariel and you beat ’em!”

Without having to ask the Butterworths, I can tell the lads hold their grandad in high esteem; he clearly has a strong influence on them. In their youth, Harold noticed that the lads would be mesmerised by the sight of him working away on his bikes “They would stand there watching me for hours, just watching me. So eventually I said: ‘I’ll build you one’. That meant I had to build all my grandsons one – five of em!” Soon enough, and with his wife’s permission, Harold had built five Yamaha TY80s in the spare front bedroom of their house.

The Butterworths’ cousin Jake Isherwood also has plenty of riding talent, particularly in grasstrack and speedway. Oil and fuel appear to run through the Butterworth/Isherwood veins. Harold confirms: ►

**‘IT’S JUST MORE ENJOYABLE BEING ON AN OLDER BIKE – IT’S MORE FUN’**







FAR LEFT: Ben was the first of the Butterworth brothers to get an Ariel, but he had to wait to get his hands on this well-known HT5 competition bike

LEFT: Ben gets on stream with the Ariel. Both him and his brother are well versed in the ways of pre-65 trials competition

“They’ve all stuck with it, it was ingrained in ’em.”

Isherwood himself first got into motorcycles after leaving the army in the late ’50s and bought his first Ariel from Jim Sandiford senior, a bike which trials legend Jim Sandiford junior had previously competed on. Although Harold never competed professionally and didn’t have a lot of money to invest in the sport, he thoroughly enjoyed the life of a club rider. “In those days you had to ride to trials; only well-off people had a pick-up, so you were filthy when you came back and your tyres were flat, but it was a good life – it was brilliant!”

So when the boys started to express an interest in pre-65 trials and doing the Scottish Six Days, Harold

was well placed to tell them how to do it: “You wanna do that on an Ariel – they were monsters, they were dinosaurs!” Ben was first to get his Ariel, a HT5, though only after hounding then-owner Neil Gaunt, who’d previously ridden it to success at the Scottish pre-65.

“Everyone I knew said buy that bike,” says Ben –and in 2013 he finally got his hands on it. “We had to change the exhaust on it, lower the suspension dramatically and then it was ready to ride. In full it’s a short-stroke 500cc engine with a Burman gearbox housed in a replica HT5 frame, running REH Forks and Rockshock rear shock absorbers. Because grandad rode an Ariel back when he was younger, he always said he

**‘GRANDAD USED TO RIDE AN ARIEL, AND ALWAYS SAID HE’D LOVE US TO RIDE ONE’**







wanted us to ride a pre-65 bike – and he always said: ‘I’d love you to ride an Ariel.’” Then, two years later, after scouring the internet, Jack and Harold came across a scruffy-looking 1958 HT500. They had to have it.

“We bought it as a rolling wreck from Wales and brought it back – it was all rusty. Then grandad worked his magic and made it all nice and polished. We had a new frame for it – more of a trick frame, but the engine and gearbox were all there – they’re the hardest parts to find. All the Rockshocks and everything are off the shelf, made to suit your bike and bodyweight. The forks are special REH trials forks. It took about two years; I think it was completed in 2017. It took a while to get it done, but he [he points to his grandad] was in the garage every day doing it.” It’s also worth mentioning that

Raysons Exhausts of Rochdale built Jack’s exhaust, with Ben Hardman providing a top service in the workshop.

Jack and Ben happily spend the rest of morning bouncing the Ariels from rock to rock in the quarry, providing plenty of photo opportunities, meeting every suggestion I have with an unquestioning nod of the head and twist of the wrist. The bikes work perfectly, the only mechanical slip-up occurring when Jack, jumping into the air on his brother’s bike, suddenly finds the yoke has let loose, leaving Jack to steer thin air with the bars. The initial response is hilarity, although they soon have the yoke back in place ready to do some wheelies. The machines run perfectly and sound fantastic, testament to Harold’s skills as a mechanic.

At one point during our visit, Harold grabs the ►



## BUTTERWORTH BROTHERS

RIGHT: He spends most of his time cleaning and working on his grandsons' bikes these days, but Harold enjoys the odd nostalgic blast on one of the Ariels

chance to have a quick go on Jack's Ariel – and clearly relishes the opportunity. He looks smooth and right at home, with his grandsons quick to point out the best lines as he weaves a trail over loose stone and slate.

Having broken his back in two places eight years ago while riding his BSA, Harold has taken more of a back seat when it comes to riding – except for special occasions, of course. He's now much more happy to spend his time working on his bikes, keeping them in perfect working order for his two grandsons. In fact he doesn't even expect Jack to bring his back washed after competitions: "I tend to find that young 'uns, when they bring bikes in and they're all filthy, they just blast 'em with water, so there's water getting in everywhere! I always say: 'Just leave it, bring it back, I'll do it!'" Ben and Jack have clearly got a sweet deal going on here!

Harold beams with pride when talking about the lads. It's a win-win situation – he gets to work on bikes he's dreamed of owning and at the same time gets to see his grandsons putting them through their paces, often beating the competition.

As the day winds down we slowly make our way out of the quarry, with Ben and Jack dropping off rocks on their way, throwing in the odd flick turn and wheelie, always happy to keep going. "Shall me and Jack ride up that steep stream for a good photo?" "Er, yeah alright!" I respond. Ben and Jack's enthusiasm for riding is limitless. But why wouldn't it be? It's in their blood. 🏍️



**'GRANDAD WORKED HIS MAGIC WITH THE BIKE'**

BELOW: Ben and Jack are a couple of young brothers who have broken into the brotherhood of pre-65 trials – and very successfully, too





# GLENDALE

**MARCH 11-14, 2020 • 100 MOTORCYCLES**

**STATE FARM STADIUM • GLENDALE, AZ**



1962 TRIUMPH TR6SS TROPHY

**CONSIGN OR REGISTER TO BID**

THE WORLD'S LARGEST SELLER OF ANTIQUE MOTORCYCLES



**MECUM**  
**AUCTIONS**  
PRESENTED BY  **State Farm**

THE EXPERIENCE BEGINS AT **MECUM.COM**



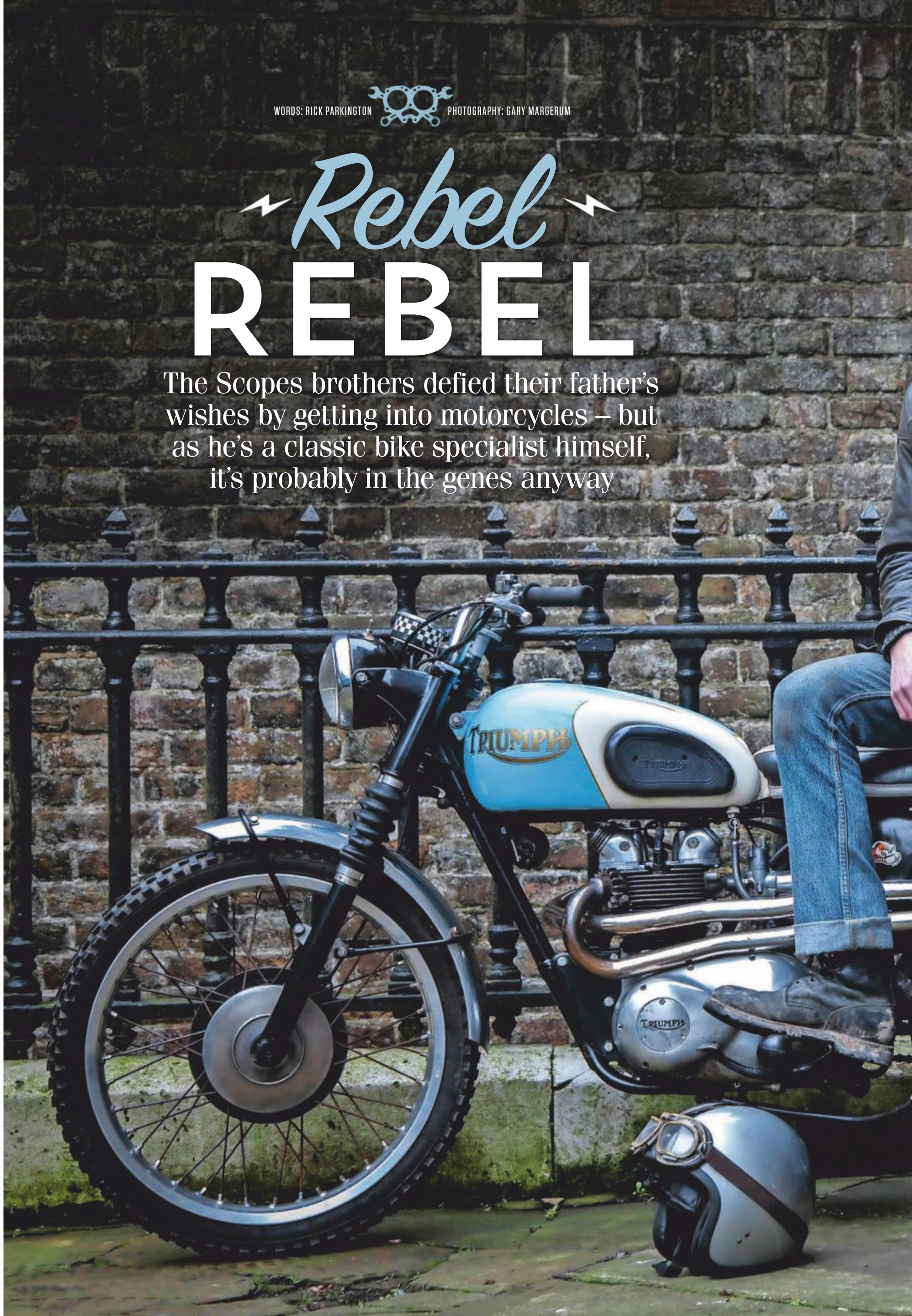
WORDS: RICK PARKINGTON



PHOTOGRAPHY: GARY MARGERUM

# ⚡ *Rebel* ⚡ REBEL

The Scopes brothers defied their father's wishes by getting into motorcycles – but as he's a classic bike specialist himself, it's probably in the genes anyway















Dad Pete outside his workshop in Dover, with sons Lewis (centre) and Vince (right)



Dad bought them a Ranger – but didn't push them into bikes

*I needed to strip the front end on my first Triumph. Dad went off for a ride – left me to it'*

I didn't really want them riding bikes," says Pete Scopes, standing in the middle of his sons' British bike collection. "I didn't encourage them at all – I mean, there's so many cars driven by idiots now; it's too dangerous... but it didn't do any good."

Looking at the Scopes boys' collection, it strikes me that maybe this is reverse psychology. Kids are contrary – tell them not to do something and what do they do? What Pete's efforts not to encourage his sons has done is to produce two boys who have a core passion for British motorcycles – and particularly the products of the Triumph Engineering Company. But it doesn't end there, because they also have an 'old-fashioned' way about them: polite, respectful and hard-working; in fact all the things older people say you don't find in the younger generation these days...

Pete runs 'BritSteel Classics' in Dover, so the boys have always been exposed to the bellow of pushrod parallel twins and occasional childhood rides, sat on the petrol tank. Pete does admit to having taken the boys to classic races and bought them an elderly 50cc BSA Ranger kid's bike when they were just five and seven (see above), but it's very clear they were not spoiled.

"When they came with me to the workshop, I'd dig out my carbs box and give them each an Amal carburettor to strip, clean and reassemble – and after they'd finished, I'd check they'd done it right. They were scratching round looking for things to do and I felt they should do something constructive – learn a skill, maybe they could become Amal tuning experts..."

"Besides, it kept them occupied. I remember walking into the workshop one day to find Vince busy polishing my Bonnie tank; it was a nice thought – I'd done the paint myself and was really pleased with it. Only trouble was, he was using wire wool and my lovely paint job as now all white dust! Fortunately he hadn't gone through the lacquer and I managed to save it. Then, another time, I'd left my sprint Triumph in the kitchen and I came downstairs to find he'd decided to explore by poking his arm up inside the megaphone. His hands were black, so were his pyjamas, with black handprints on the walls and cupboards and the table legs. I couldn't believe it!"

So maybe bikes were already rooted in the boys' genes – but even so, trying to teach kids how to do a job is always a difficult task. Their attention span is brief when they're watching somebody







else, and Pete seems to have seems to have adopted a perfect approach, creating a sort of accidental cultivation as the boys grew up.

“Mind you,” grins Vince, “He was awful with our Airfix models...”

“Yes,” chips in Lewis, “You used to come in and say: ‘I’ll show you how to do that bit,’ and before we knew it you’d finished the whole model! But on the other hand, I remember when I needed to strip the front end on my first Triumph, dad just got out his bike and went off for a ride, leaving me to figure out how to get the forks apart on my own! Of course, I didn’t have a clue what I was doing – but I found a manual on the shelf, looked it up and had them safely all dismantled by the time he came back.” Vince adds: “The thing is, we always knew we had back-up; if we got stuck with anything we knew dad was available to help. But he thought it was better to leave us to learn for ourselves – and that, really, is the best way.”

So where are we now? Well, older brother Vince (aged 27) has the 500 Triumph he’s riding in the photos and a project 1968 Bonneville he bought about 18 months ago; “Don’t get me wrong,” he says, “I’ve had to work up to that. I started about seven years ago, I bought back a 350cc BSA B40 that dad had built and sold originally. What I really wanted was a Triumph – but I couldn’t afford one. Then I saw one advertised in *Motorcycle News*, down in Hampshire for £900. It was only a 3TA, but after looking for ages online, at local shows, Kempton Park autojumble and the rest, it was the only affordable Triumph twin I’d seen. I rang the number; the lady selling said she used to ride it regularly, but a horse riding injury had put her off the road. I just told her: ‘I’ll have it!’ – I was lucky, *MCN* isn’t the obvious place to look for classic bikes, so nobody else had spotted it.

“I started helping out at Road Star Cycles in Dover in exchange for the parts I needed to convert the 3TA into a 500 and make it how I wanted it. One of the inspirations was a photo we found online of a 500 that we both really liked – it had a proper original ’60s look to it; funnily enough it turned out to be your old bike, Rick!”

Vince continued: “I built my 500 as a café racer first, but it was my only transport and it seemed a bit silly riding a café racer to work every day – especially through the winter – so I decided to go for the scrambler style instead. In the course of building it, I ended up with enough left over to put together another bike, so I built that up and sold it, spending the money on an A10 café racer. Although that was complete, there was a lot more wrong with it than I expected – but then I had a bit of luck, I found a genuine Gold Star frame lying in a garden...”

“I’d got a lift with some mates to see a bloke who was selling a load of stuff. He said: ‘What? That A10 frame? Hundred and fifty quid.’ I gave him the money and started scraping off the rust over the frame number to see what it was off. The number started ‘CB32...!’ ‘Oh \*\*\*\*!’ he said – he’d never thought to look at what it was! I bought a B31 engine and started piecing together bits to build a Goldie replica. But then I met someone who wanted to do a deal on the A10 and the Goldie bits for his ’68 Bonnie project – and that was what I really wanted all along.”

I know that route to getting the bike you want. This kind of

wheeling and dealing is exactly how I got my bikes, too – it’s a ladder that all those of us with tastes beyond our budget have to climb. Building projects and selling them to pay for more valuable projects works – and you learn a lot along the way. The only thing is, it takes time – so it pays to start young.

But it’s not the only way to crack the nut. Lewis, who’s now 24, started slightly younger than his brother and has adopted a different (yet equally familiar to me) approach. He bought his bikes by saving up and spending nearly every penny he earns on them – even to the extent of living in the attic of his workshop for a couple of years to cut his cost of living and be able to spend as much as possible of his free time building his bikes. “We used to worry about him and send him texts in the winter to make sure he was OK,” says Pete. “He

wasn’t really interested in going out or anything young people usually do; he was just obsessed with his bikes. He’s a bit more of a tear-arse than Vince and has turned into a bit of a tuning freak. He’s actually got pretty good at it and I’m proud of the knowledge they’ve built up between them – a lot of it they worked out for themselves. Of course, they’re typical brothers – always nicking bits off each other! When Vince turned his café racer into a scrambler, he soon found half the bits on Lew’s bike!”


Lewis has another B40 in trials style, also originally built and sold by Pete and then bought back again. “I’ve still got that one. My first 500 Triumph was a bike that dad bought – it was complete and running, but it was a bit of a rat bike really.” Lew recalls, “I bought it off him and rebuilt it from bits and pieces to make it into a café racer. After getting that on the road, I found another one – a 350 anyway – for £2500. It wasn’t a bad price, because the wheels had already been rebuilt onto alloy rims so that saved me about £400.

“Same as Vince, I converted it to 500cc, and again since it was my everyday transport and I already had the café racer, I built it up as a scrambler style so I had the choice. Since then I’ve picked up a 1979 T140 project. I think the oil-in-frame bikes are underrated; they have a good chassis and a strong motor that’s easy to tune. The worst thing is they’re a bit ugly as standard – those big cigar silencers were the first thing to go! I’m planning to build it up in ’60s style – a bit like dad’s oil-in-frame T120.”

So what do the brothers think is the particular appeal of the 500cc Triumph? “I just think they’re great bikes,” says Vince. “And they make a very good Triumph to start on, because they’re

cheaper than a 650 but have good performance, so you don’t feel you’re starting out on something boring.”

“They’re pretty easy to work on as well,” says Lewis. “You can get parts easily – although we do get fed up with the poor fit of a lot of bits – we’ve had small ends, shells and primary chains that just ended up in the bin. It’s not worth buying cheap stuff online.”

Neither Lewis nor Vince have much interest in social media; they say most people their age are ‘idiots’ with whom they don’t share anything in common. Walk through town on a Saturday night and no doubt that’s borne out... but I wonder if things are beginning to change. I keep meeting young people who say the same thing – wouldn’t it be great if classic bikes can bring them all together? 

## SCOPE FOR IMPROVEMENT

With Pete’s help and advice, Vince and Lewis have developed their own views on how to make the best of Triumph’s unit-construction C range.

The 350cc engines have been converted to 500cc using the larger head, barrel and pistons and Daytona conrods. Neither crank has been rebalanced for the larger pistons but, surprisingly, both are still smooth.

Ignition has been converted from points and distributor to timing cover-mounted electronic ignition using a later cover. This also requires changing the exhaust cam for one with a taper for an auto advance unit, and the cams fitted are Daytona race cams with R profile followers.

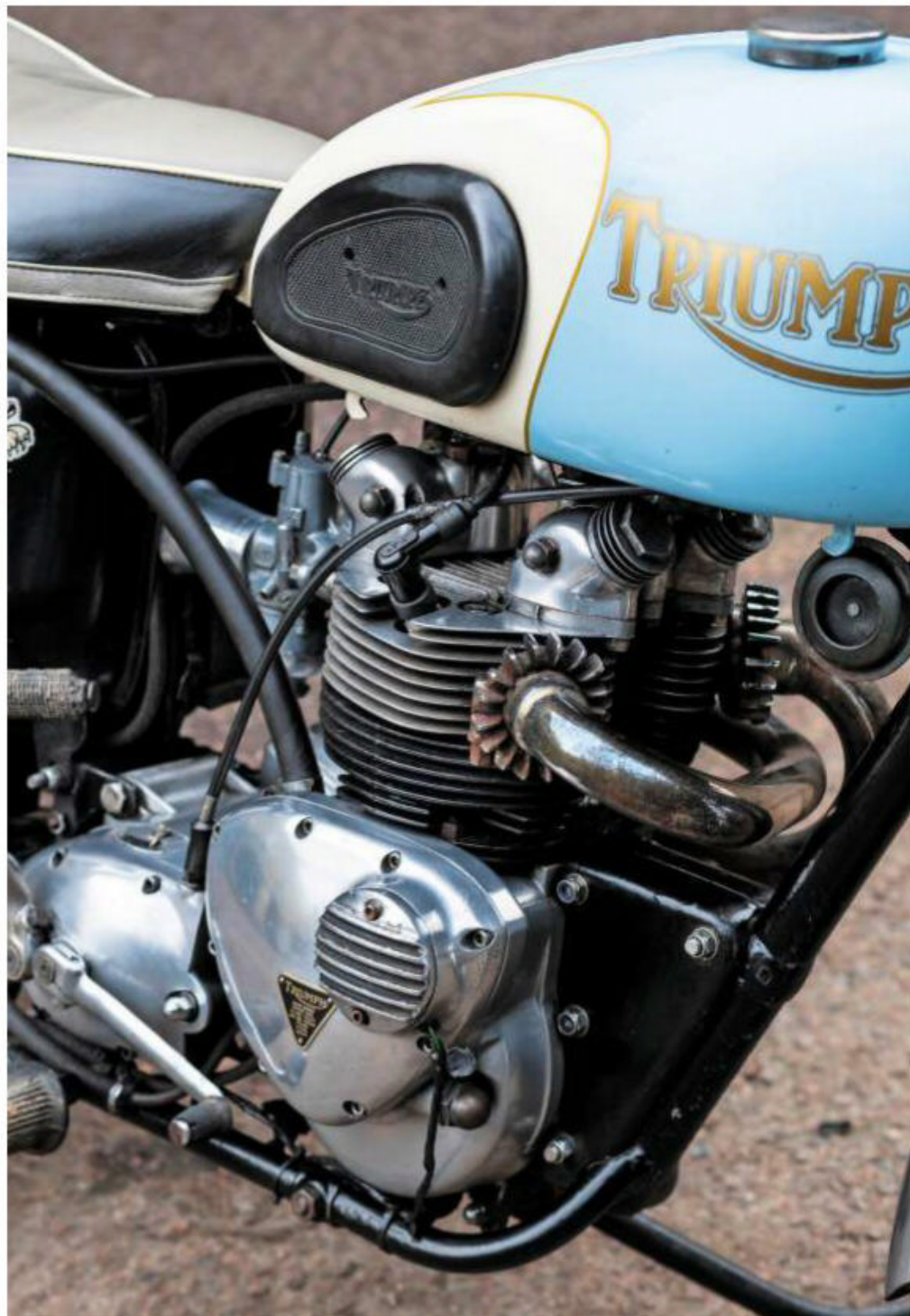
Vince’s engine has 9:1 compression pistons, Lewis’ 7:1 – but they report little difference at usual speeds, with Vince maybe having the edge at high revs. Both run open exhausts and, interestingly, Lewis’ bike is louder. Gearing can be raised with a 19-tooth gearbox sprocket, but extracting extra power can lead to clutch slip. The boys recommend Surflex clutch plates and upgrading to a Bonneville-type clutch basket (which accommodates an extra pair of plates) and the three-spring shock-absorber centre to go with it, using Bonneville springs.







Both brothers find their 500 scramblers make good daily transport, but Lewis' T140 will be a café racer



Vince's 500 went from café racer to scrambler, but he's planning to build his '68 Bonnie closer to standard



**ClassicBike**  
**SPECIAL  
READER  
OFFER**

# A FREE OXFORD MAGNETIC TRAY FOR EVERY READER



**OXFORD**  
Essential Rider Equipment

**Tired of losing all your fasteners on the floor?  
Sick of searching in vain for that elusive tab washer?  
Lost the drill bit you just removed from the chuck?**

## **YOU NEED THIS**

Never lose anything ever again – even keys and money!

The Oxford Products magnetic tray is the answer.

And you can get one virtually free from *Classic Bike*.

**YOU ONLY PAY £1.99 POSTAGE, BUT BE QUICK AS WE ONLY  
HAVE 100 OF THESE BRILLIANT MAGNETIC TRAYS TO GIVE AWAY!**

### **HOW TO CLAIM YOUR TRAY**

1. Call the free phone number below
2. Make a payment of £1.99 using your credit or debit card to cover postage
3. We send one of our Oxford Magnetic Trays – no obligations, no strings attached!

**CALL FREEPHONE 0800 103 2844 and quote CBTRAY**

**Terms and Conditions:** It's important to note that at the time of ordering we will ask you to cover the postage by credit/debit card and a payment will be taken of £1.99. Call times are: Monday-Friday 9am-8pm, Saturday 10am-4pm and Sunday 10am-2pm. Calls are free from any UK landline and mobiles. This offer cannot be used in conjunction with any other offer. Offer available for UK addresses only and limited to one per household. Offer closes March 24, 2020 or when the limit of 100 Oxford magnetic trays has been reached.

This offer is provided by Bauer Consumer Media Ltd.



**Get the latest 'retro biker style' jacket at a new lower price of**

**£195**  
(FREE UK DELIVERY)



### **Scippis Cruiser Jacket**

12oz Dri-Tec™ Oilskin / Sizes S – 3XL in Black or Brown from

D.V. Townend & Co. Saltburn & Helmsley, Yorkshire  
[www.dvtownend.com](http://www.dvtownend.com)

**Call now to order: 01287-623754/622478**



For a dignified final ride

**The only weather protected motorcycle and sidecar hearses.**

**GB-Wide: 01530 274 888  
or 0845 375 2106**

**[www.motorcyclefunerals.com](http://www.motorcyclefunerals.com)**

[www.twitter.com/sidecarhearses](http://www.twitter.com/sidecarhearses)  
[www.youtube.com/motorcyclefunerals](http://www.youtube.com/motorcyclefunerals)  
[www.facebook.com/motorcyclefuneralslimited](http://www.facebook.com/motorcyclefuneralslimited)  
[www.instagram.com/motorcyclefuneralslimited](http://www.instagram.com/motorcyclefuneralslimited)



**Gold  
Trusted  
Service**  
★★★★★  
feefo



**Footman  
James**  
We share your passion



Insurance solutions  
for **classics** and **more.**

Did you know with **FJ+** you can tailor your policy from a range of cover options, including; **breakdown, agreed value** and **salvage retention?**

**Call our friendly UK team for a quote.**

**0333 207 6014**

or visit: **[footmanjames.co.uk](http://footmanjames.co.uk)**

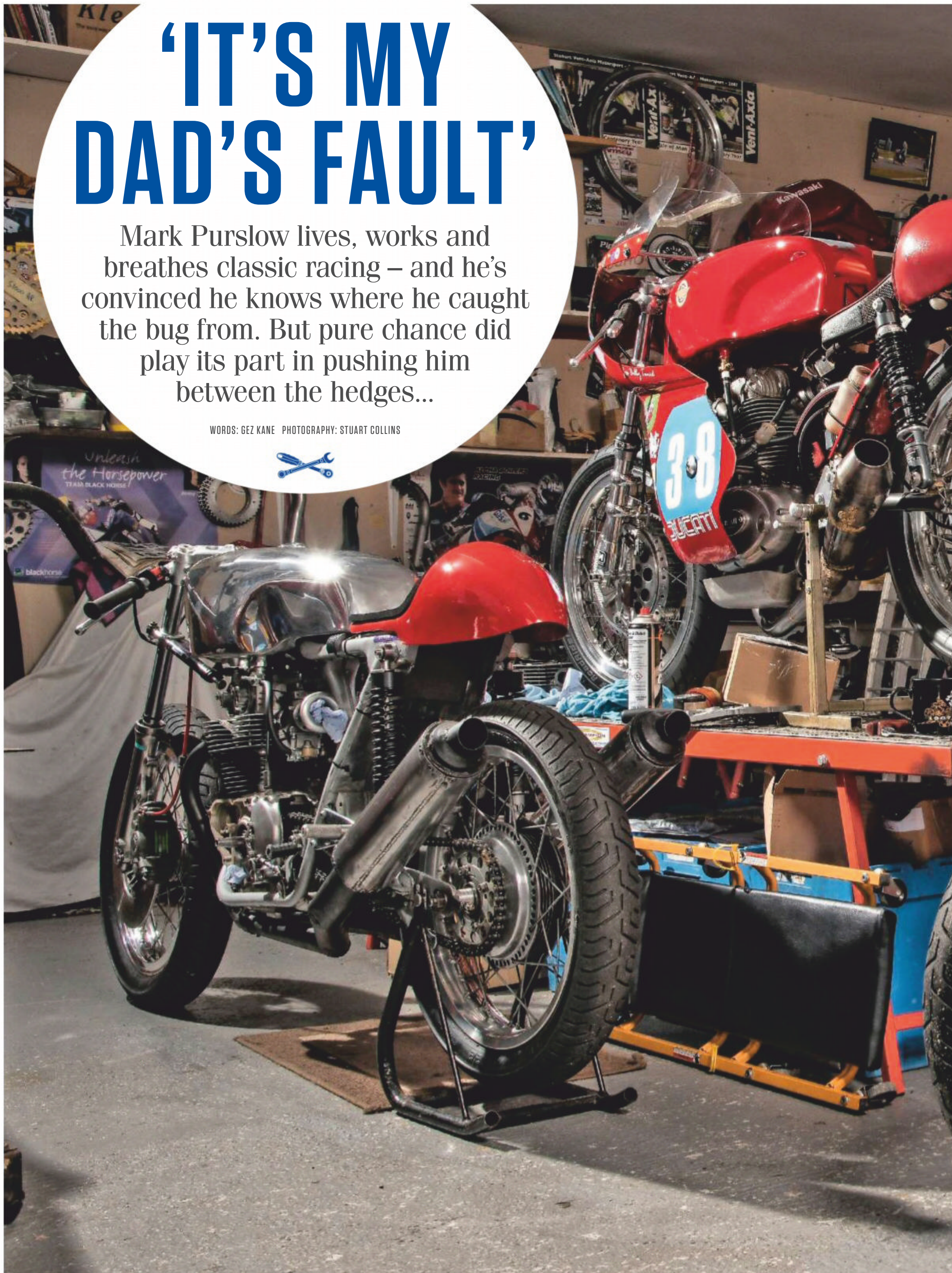
Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: 4th Floor, 1 Minster Court, Mincing Lane, London, EC3R 7AA. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. FPADGE.1507.7.19



# 'IT'S MY DAD'S FAULT'

Mark Purslow lives, works and breathes classic racing – and he's convinced he knows where he caught the bug from. But pure chance did play its part in pushing him between the hedges...

WORDS: GEZ KANE PHOTOGRAPHY: STUART COLLINS





LIKE FATHER, LIKE SON







## **'WE BUILT A BIKE AROUND A TAB 350 FRAME DAD BOUGHT, SO I'VE ENDED UP RIDING THE SAME BIKE HE STARTED RACING ON'**

**D**o you believe in coincidence? There's a strong thread of it running through Mark Purslow's progression from hotel bar manager to artisan alloy welder – and extremely rapid racer (of the classic and modern varieties). If it hadn't been for the vagaries of chance, I might not be standing in Mark's spacious workshop. And 27-year-old Mark, from mid-Wales, might not be so passionate about racing a bike that's considerably older than he is. How did all that happen?

"I suppose when dad got into racing, I was always going to want to follow him," Mark admits. "But how it all happened is strange. Dad had been rallying before he raced bikes. I think he thought bikes might be a bit cheaper. He got into classics because those were the bikes he knew – and he started competing on a Honda K4 because they were an affordable and competitive mount for the 350 class. At that time, he didn't even know who Terry Baker was and his race bike still had its standard Honda frame."

But, as Mark's dad Colin got more competitive, he soon realised the shortcomings of the chassis. "I've never raced a stock-framed K4," Mark explains. "But everyone who has, reckons they flex a bit. Once you've picked a cornering line, you're committed. Anyway, one evening dad called into the local pub with his mate after a pretty unsuccessful day's racing. Dad was talking about his bike's handling problems and it turned out the only other person in the bar was Terry Baker [renowned racer and TAB frame maker, see p58]. Terry overheard the conversation, came over and introduced himself, and before dad knew it he'd offered to build a frame for the K4."

Terry had stopped building frames by then, but he was fired up to help his new friend – and Colin would stop by and help work on the project after work. With the TAB frame, his fortunes on track picked up and he enjoyed several competitive seasons on the bike

before selling it to a guy in Scotland in about 2003. By then, he'd got into the Ducati singles he still races today and the demands of work and building a new family home were starting to impinge on racing.

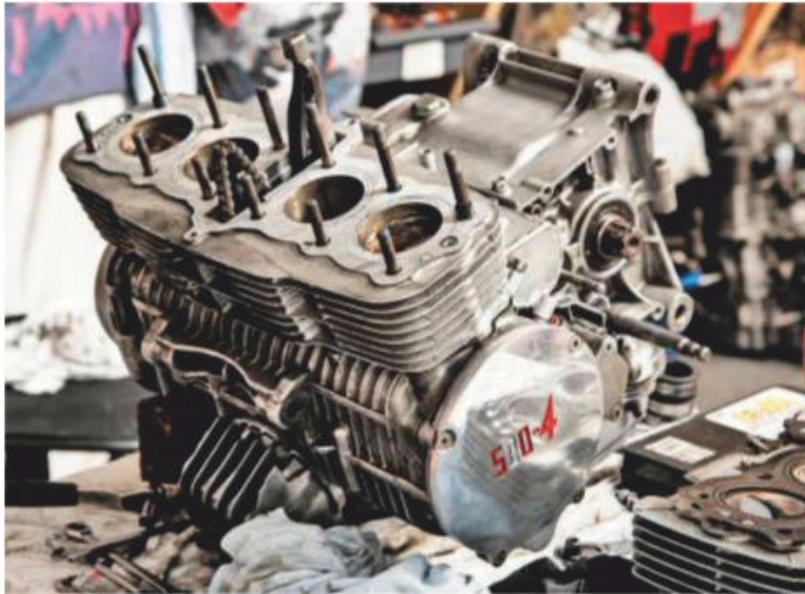
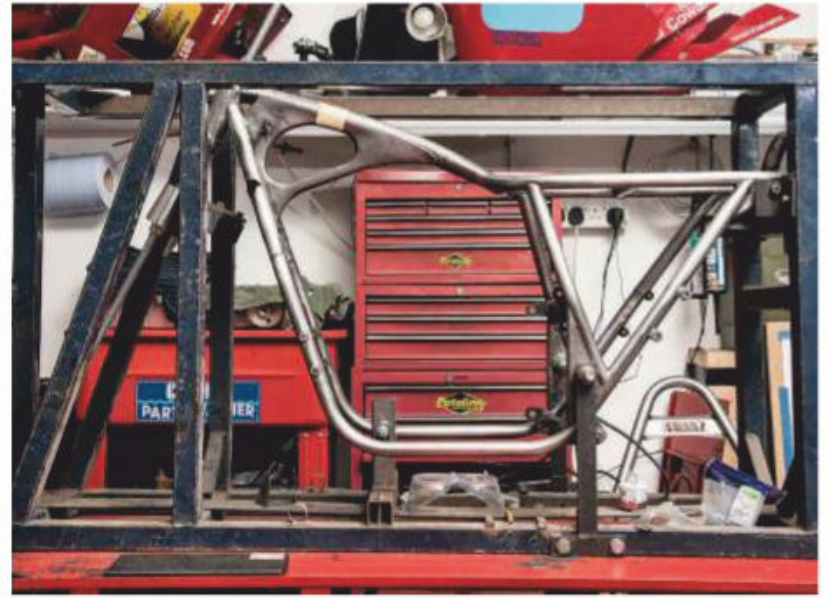
"I remember dad racing when I was really young," Mark recalls. "Probably when I was only about four. Then he stopped for a while when he was building our house, but he started again when I was around eight. I loved going to races with him and I started racing myself when I was 15 on dad's Honda CBR400. That was a fairly old bike then and I've just got into older and older bikes since."

After taking a couple of years off when he was 19 and 20 ("girls, going out drinking – you know..."), 2013 was to become a significant year for Mark. "Dad rode in the Classic TT in 2013 and I went out to help him like I had done since 2010," he says. "The trouble was, my bosses at the hotel where I worked weren't keen on giving me the time off... but I quit the job and went anyway." Not only did that trip leave Mark without a job, it also left him with a burning desire to race in the Isle of Man himself.

"A little while after we got back, dad went to TAB for a couple of Ducati tanks and asked if they had any jobs going," says Mark. "Richard and Ailene (Terry's daughter), who had carried on the business after Terry died, were looking for someone to help out – and I was in the right place at the right time. Another slice of luck, I suppose. With the help of a grant from the Welsh Government, I started off by cutting out sheet metal panels to the patterns and learning to weld. I haven't looked back."

Mark hasn't looked back in his racing career since then, either. With enthusiastic and supportive employers behind him, he entered the Manx GP in 2015. On his dad's 'old' CBR400, Mark won the lightweight race at his first attempt. It was a stunning debut and one that was to pave the way for further visits to the Mountain Circuit





ABOVE (CLOCKWISE FROM TOP LEFT): Fettling the Honda fairing; the frame for his CB500 in the original TAB jig, ready for tweaks to the steering head angle; Mark collects his Replica at the 2019 Classic TT, flanked by proud mum and dad Gwenda and Colin; the CB500 engine is being rebuilt for this season



Measuring the combustion chamber volume on a stock CB500 head. 'Knowing what we've got to start with gives us a baseline for modifications,' he says



## LIKE FATHER, LIKE SON

– and an enduring enthusiasm for ‘real’ road racing. And the following year, another coincidence was about to tip him towards classic racing.

“Dad had gone up to Burgess Frames for something,” Mark explains. “While he was there, he spotted a TAB CB350 frame and asked what they were doing with it. Tony Burgess said it was for sale and dad bought it on the spot. He bought it for old time’s sake, really – but when he got it home, we decided to build a bike round it for me to race classics. That’s how I’ve ended up riding the same bike that my dad started racing on. I rode it in the Classic TT that year, but fell off at the Gooseneck while I was lying eighth. I might have come off, but I’ve been really into the classics since then.”

The following year (2017) Mark combined modern and classic racing. At the Classic TT, he was running well up the field when a footrest fell off coming into Ramsey. In 2018, he built a spare engine for the TAB Honda, but recorded another DNF in the Classic TT. But, never discouraged, Mark bought a classic CB500 racer – a rolling chassis and a stock engine – and started to build a competitive racer for the 500 class over the winter.

“I picked up a race engine for it,” he recalls. “It was supposed to be race-ready, but when we got it fired up for the first time in January 2019 it smoked, had low compression and only just ran really. Dad and I rebuilt it ourselves. The Nikasil liners hadn’t been fitted properly, the head gaskets wouldn’t seal and it was missing a ring on one cylinder. It wasn’t ready for the Pre-TT classic meeting, but I took it to the Classic TT. I finally got a finish in the Lightweight class (in 14th) on the CB350, but a coil bracket broke on the 500. I was unsure about the gearing I was running on the K4 in practice and changed it for the race. I got it wrong and was under-gear. Hopefully, I’ll be back this year with both the bikes, hoping for two good finishes.”

In between Classic TTs, Mark keeps his hand in with a few short circuit meetings – and as many road circuit races as he can – but he admits it’s the roads that really interest him. “I ride at Aberdare Park, and Armoy [Northern Ireland]. I ride the short circuits to keep me sharp, but the roads are what I love. The road focuses your mind.”

And it’s the same with classic and modern bikes. Since he rode that first Classic TT on the CB350, Mark’s been getting deeper and deeper into the classic scene. “When you’re preparing a modern race bike, just about every part has to be the same as everybody else’s to be competitive,” he reckons. “With classics you can do your own thing more. They’re more fun to ride, too. They have less power, so you have to carry more corner speed. They’re harder to ride – but more rewarding. My 350 probably tops out around 130mph on Isle of Man gearing, so to get somewhere near a 100mph lap you have to maintain momentum and corner speed at all costs. I definitely prefer classics now. They have character and, over time, they grow on you. And the sound – there’s no comparison.”

As for riding on the road, though, Mark isn’t quite so sure. “I did have a Kawasaki 600 for a while,” he smiles. “But I ended up getting banned for two months. Then I built a café racer based on a Yamaha SR500. I ride it occasionally, but I never seem to have the time. Dad and I try to do as much of our race prep and bike building ourselves. I get in from work, have a work-out (Mark has a home gym in a room off the workshop) and spend the rest of the evening in the workshop. At the weekends, I’m racing or back in the workshop. I don’t mind, because I love working on the bikes, but it does mean I have no time for a social life – or even a girlfriend. And most of my cash goes on racing, too. We’re having a couple of cams made by Newman Cams and that’ll be about £1000. Racing just isn’t cheap – though classics aren’t as bad as modern bikes.”

It must be worth it, though. Listening to Mark talk about racing in his beloved Isle of Man, I can see the passion in his eyes. He’s a racer – and he’s into his classics for the long haul. “I love it,” he says simply. “I want to keep going for as long as my dad – it’s his fault. I hope to still be racing in the Island when I’m his age. Why not?”

Why not indeed? Mark lives, works and breathes classic racing. He races what he loves on the circuits he loves. He’s quick, talented and dedicated – a fine recipe for a memorable classic racing career. 🏁

• Mark will be in action on his TAB Honda this season at: Mallory Park CRMC (May 9/10); Tonfanau, Gwynedd (May 24); Billown Circuit, Isle of Man Pre-TT meeting (May 29-June 1); Tonfanau, Gwynedd (July 5); Aberdare Park, Mid-Glamorgan (July 18/19); Armoy, Co Antrim (July 24/25); IoM Classic TT (Aug 22-31).

*This is the bike that got Mark Purslow hooked on classic racing. It’s essentially the same as the bike his dad, Colin, started his two-wheeled racing career on. Mark’s campaigned the bike on short circuits as well as the unforgiving ‘real’ roads circuits of the Isle of Man and Armoy. This is what goes into producing a competitive Junior class Classic TT mount.*

### BODYWORK

Naturally, there’s a shiny, alloy 24-litre tank from sponsors and employers TAB II Classics. The seat cowl is a TAB II part, too. The fairing came as part of a job lot of K4 racer parts that Mark’s dad picked up along the way. Mark fabricated the oil catch tank.

### FORKS

These are 35mm Ceriani replicas with modern internals. The yokes are a set Mark had lying around the workshop (he doesn’t know the origins of them) and the clip-ons were bought from an Italian Ducati parts specialist at a show.



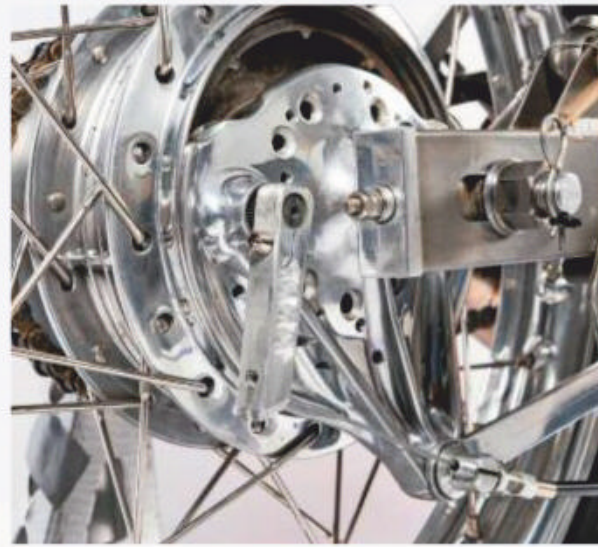
### WHEELS

Hubs are standard Honda with Akront rims.

### BRAKES

Rear brake is the standard K4 drum, while the front is a Honda disc with an AP racing caliper and a Suzuki GT500 master cylinder.





## IGNITION

This component is due to be upgraded for this season. The current PVL set-up is making way for an Ignitech system.

## CARBURETTORS

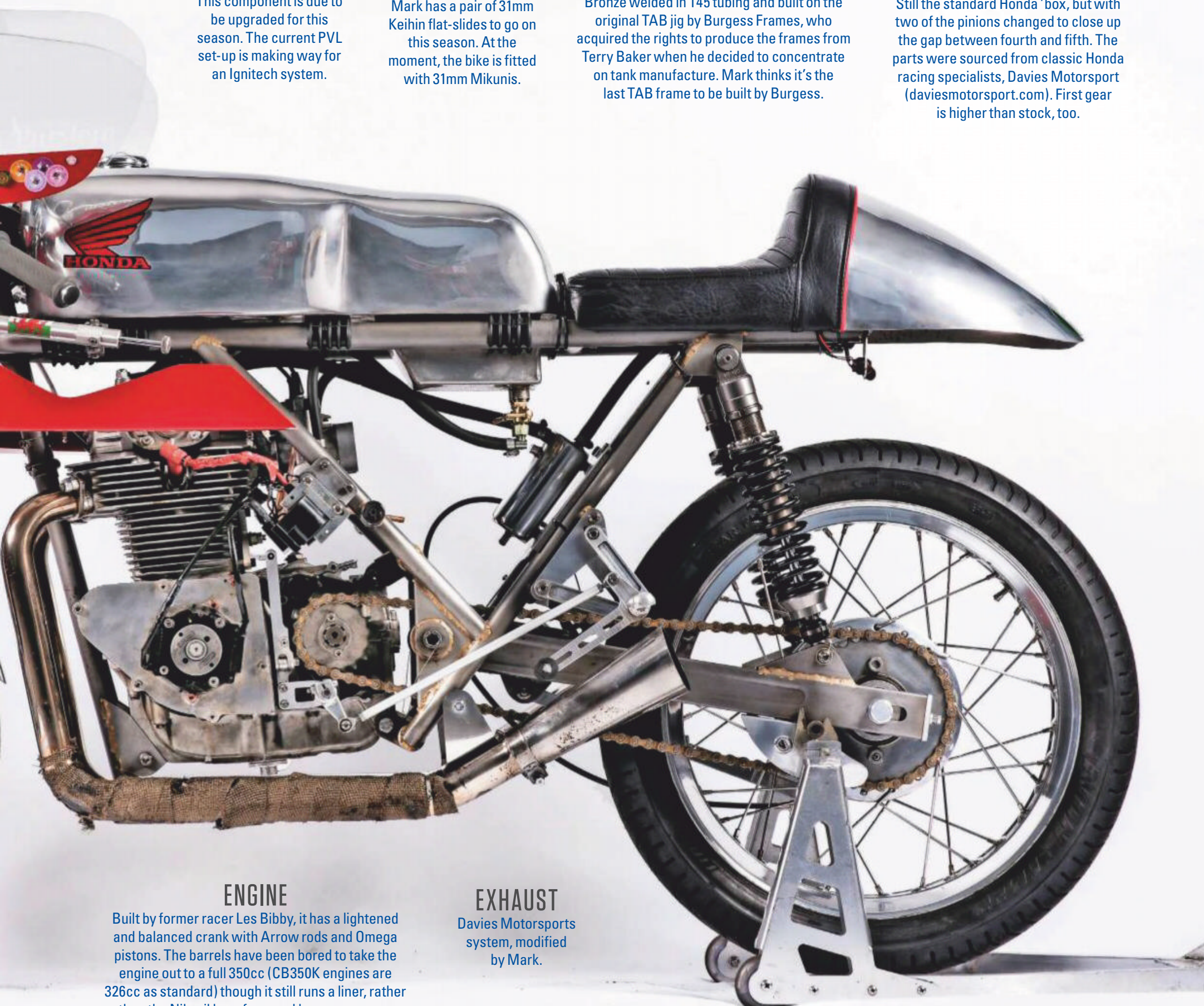
Mark has a pair of 31mm Keihin flat-slides to go on this season. At the moment, the bike is fitted with 31mm Mikunis.

## FRAME AND SWINGARM

Bronze welded in T45 tubing and built on the original TAB jig by Burgess Frames, who acquired the rights to produce the frames from Terry Baker when he decided to concentrate on tank manufacture. Mark thinks it's the last TAB frame to be built by Burgess.

## GEARBOX

Still the standard Honda 'box, but with two of the pinions changed to close up the gap between fourth and fifth. The parts were sourced from classic Honda racing specialists, Davies Motorsport ([daviesmotorsport.com](http://daviesmotorsport.com)). First gear is higher than stock, too.



## ENGINE

Built by former racer Les Bibby, it has a lightened and balanced crank with Arrow rods and Omega pistons. The barrels have been bored to take the engine out to a full 350cc (CB350K engines are 326cc as standard) though it still runs a liner, rather than the Nikasil bore favoured by many racers. The cam has been reprofiled to Les Bibby's own specification and the head is ported and fitted with Kibblewhite valves and valve springs.

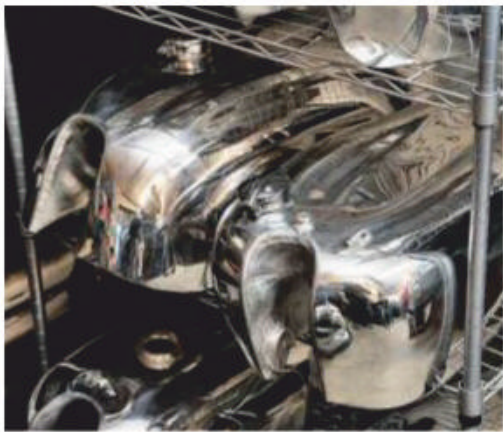
## EXHAUST

Davies Motorsports system, modified by Mark.

## SHOCKS

From CB350 race specialists Davies Motorsports. Fully adjustable for preload and damping.





Mark Purslow doing his day job at TAB II Classics; he carries out all the alloy welding

# KEEPING TABS

Mark Purslow's workplace is where the legacy of artisan tank builder Terry Baker is kept alive

WORDS: GEZ KANE PHOTOGRAPHY: STUART COLLINS

**TERRY BAKER** made quite a name for himself in classic bike circles – both as a manufacturer of high quality alloy fuel tanks for road and race bikes and as an innovative frame builder for Honda's popular classic racer, the CB350K4. When Terry passed away in 2010 after a short illness, it could have spelt the end for his company, TAB. Luckily, though, Terry's daughter Ailene and son-in-law Richard Phelps are made of pretty stern stuff. Having moved up from the Cotswolds to look after Terry, they decided to stay on and keep the name alive. With a lot of hard work – and the scaling of a very steep learning curve – TAB II Classics was born.

Terry started the business in Leytonstone back in 1972. By 1988, though, he'd had enough of the bustle of London and moved to rural mid-Wales. And that's where Ailene, Richard and their sole employee, Mark Purslow, practice their craft today. "We all had to learn new skills, Ailene explains. "Dad could do it all, but now we each have our speciality. I handle the forming work on the English Wheel, Mark is a brilliant alloy welder and Richard tackles the final finishing and polishing."


Every TAB II tank is hand crafted from start to finish. "We start with 1.5mm alloy sheet," says Richard. "We have hand-made formers for some of the basic shaping, then Ailene takes over on the English Wheel.

She used to help her dad when she was a girl, but she's put in a lot of hard work to master the art of metal forming.

"We gas weld everything. It means the welds are almost invisible even without grinding them down. We use welding rods made of the same material as the tanks and we crush the joints before smoothing them. It means we don't have to remove any metal from either side of the joint. That's important when most finished tanks are left in their polished finish, rather than being painted. That's what makes us different to most other tank manufacturers who TIG weld.

"Mark joined us by chance. His dad had just started classic racing and came in looking for a tank for his Ducati. He

asked if we had any jobs going for his son. We met Mark and hit it off, and with the help of the Welsh Government's Jobs for Wales scheme – that paid Mark's wages for six months – we took him on. He started on cutting out panels and learnt welding in the evening. He's a natural. I get the dirty job – polishing – but I get a lot of satisfaction finishing the product."

TAB II Classics' tanks are as highly regarded as the Terry Baker originals. They list 54 designs on their website ([tabclassics.com](http://tabclassics.com)) and can often modify tanks to fit other bikes by fitting a different base. They're light, superbly finished and beautiful to look at. And they're all made in the family tradition. Terry would be delighted. 



Richard deals with final finishing and polishing



Ailene crushing a welded joint on the English Wheel



**Halcyon Classic Parts**  
*British Made Quality*

Established for over 40 years, Halcyon continue to manufacture quality Classic Motorcycle accessories and the timeless Halcyon Goggle designed to be the perfect accompaniment to any open face motorcycle helmet

Designed to fit all helmets supplied with a non slip headband

**Halcyon Motorcycle Goggles**  
Available in all colours & made to last a lifetime

**Hassle Free Universal Fitting**  
**100% Stainless Steel**  
**Made in England**

Easily fits to all handlebars from 7/8 to 1" (17.5mm-21mm) OD

Folds inwards for parking with sprung loaded cranking arm

**Non Sided**  
fits on left or right

**All components**  
easily replaceable

**Halcyon Bar End Mirror**  
The finest motorcycle mirror available  
**NOW AVAILABLE IN PRESTIGIOUS BLACK CHROME (8305)**

ORDERS CAN BE PLACED WITH A CREDIT CARD OVER THE PHONE & ONLINE OR BY MAIL WITH A CHEQUE MADE PAYABLE TO HDM LIMITED

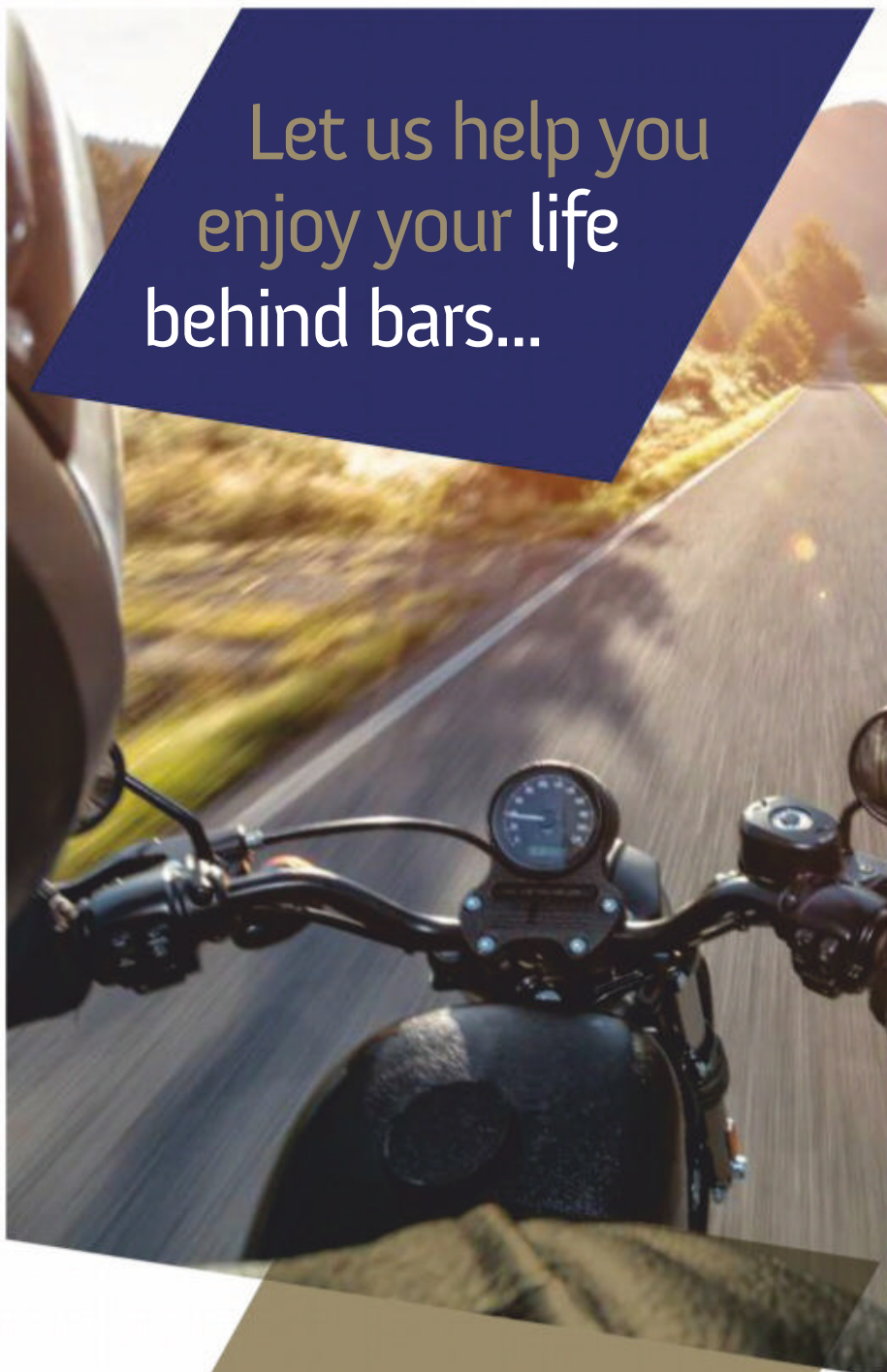
[www.classicpartsltd.com](http://www.classicpartsltd.com)  
t. 01992 537546 | e. sales@classicpartsltd.com

**5% OFF** Discount code for website or phone orders: **CLASSICBIKE20**






Let us help you  
enjoy your life  
behind bars...



Motorcycle insurance  
doesn't have to feel  
like a life sentence.

After more than 40 years serving the classics movement, **Peter James Insurance** knows precisely how to protect all your precious bikes so you can get on and enjoy life on the outside.

Plus, we offer some of the most competitively-priced, comprehensive policies available so call NOW for your classic or modern bike quote.

#### QUOTE LINE

**0121 506 6000**

CLASSIC BIKE | AGREED VALUE  
LIMITED MILEAGE | LAID-UP  
MODERN BIKE | MULTI VEHICLE

**NEW** ONLINE  
POLICY  
RENEWAL

Peter James Insurance is the trading name of Peter D James Limited and is authorised and regulated by the Financial Conduct Authority.



[PETERJAMESINSURANCE.CO.UK](http://PETERJAMESINSURANCE.CO.UK)  
[INFO@PETERJAMESINSURANCE.CO.UK](mailto:INFO@PETERJAMESINSURANCE.CO.UK)

**Manchester**  
BIKE SHOW

NEW 2020 MODELS | MAJOR MANUFACTURERS & DEALERS

STUNT SHOWS  
RETAIL VILLAGE  
STAR GUESTS  
CLUB DISPLAYS  
CONCOURS  
SMALL BUSINESS STANDS  
LIVE MUSIC & DJ

**28-29**  
MARCH  
2020  
9.30AM-5.00PM

ADVANCE TICKETS AVAILABLE FROM  
[WWW.MANCHESTERBIKESHOW.COM](http://WWW.MANCHESTERBIKESHOW.COM)

**NO.1**  
BIKE  
SHOW  
IN THE  
NORTH

EVENTCITY (HALL 3), PHOENIX WAY,  
OFF BARTON DOCK ROAD, MANCHESTER, M41 7TB  
NEXT TO THE INTU TRAFFORD CENTRE  
FREE PARKING & DEDICATED BIKE PARK

[INFO@MANCHESTERBIKESHOW.COM](mailto:INFO@MANCHESTERBIKESHOW.COM)  
01484 482005

*EventCity*






## South of England Classic Show & 'Jumble' 10am Sunday 29<sup>th</sup> March 2020

With Dave Degens of *Breda Triton: The Triton Years*  
Five Indoor Halls of All-Motorcycle Show and Bikejumble  
South of England Showground, Ardingly, W Sussex, RH17 6TL



## Ashford Classic Show & Bikejumble 10am Easter Monday 13<sup>th</sup> April

Celebrating Weslake! At Ashford Market, Orbital Park, Ashford, Kent TN24 0HB

## Romney Marsh Classic Show & Bikejumbles: Bikejumble: 10am Sunday 17<sup>th</sup> May Show & Bikejumble: Sunday 21<sup>st</sup> June

Space available in our huge marquee: Ride-In Show with Cash Prizes 17 May  
At Hamstreet, Near Ashford, Kent, TN26 2JD

## South of England Summer Classic Show 10am 12<sup>th</sup> July

The Yamaha RD: LC @ 40!  
The South of England Showground

## Romney Marsh Classic Bikejumble 10am Sunday 13<sup>th</sup> September



Get Booked In  
Now! Visit  
[www.elk-promotions.co.uk](http://www.elk-promotions.co.uk)

© ELK Promotions 2020

## South of England Classic Show & Bikejumble 10am Sunday 25<sup>th</sup> October 2020

Celebrating 70 Years of the BSA Golden Flash. Ardingly, W Sussex, RH17 6TL

## ELK Promotions

PO Box 85, New Romney  
KENT TN28 9BE

01797 344277

[www.elk-promotions.co.uk](http://www.elk-promotions.co.uk)

Need information on your Classic?  
We supply 600 different Spares  
Lists, Instruction and  
Maintenance Manuals for Classic  
British Motorcycles re-printed  
from the manufacturer's  
originals, in the original layout.  
Order Online Now

# LYNBROOK INSURANCE



CLASSIC INSURANCE

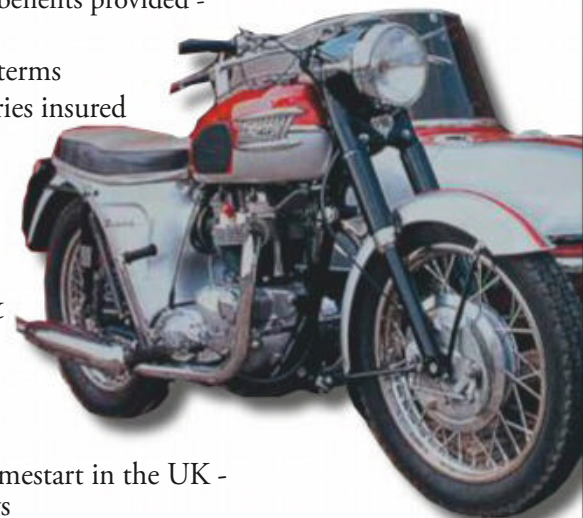
- AT THE NEXT LEVEL

A newly enhanced, feature rich, bespoke arranged insurance for 2020 and beyond

Just SOME of the inclusive benefits provided -

- NO fees or "add-ons"
- Multi bike reduced price terms
- Stored spares and accessories insured at home
- Salvage retention possible
- Select your own specialist repairer OR -
- Repair your damage and be paid associated costs & your labour
- FREE valuations with accompanied Agreed Value protection
- Breakdown/Recovery/Homestart in the UK - including SMART M'ways
- Breakdown/Recovery abroad - with up to 90 days cover extension
- Ability to extend cover so you can ride motorcycle not belonging to you - with cover equivalent to that applying to your insured bike\*.

\* IF available by our competitors, that normally would be third party only



PLUS - SPECIAL OFFER TERMS FOR YOUR  
MODERN CAR INSURANCE TOO!

There is more - and a personalised quotation if you telephone us on -

Tel. 0800 4700553 or 01277 243040

[www.lynbrookins.co.uk](http://www.lynbrookins.co.uk)

Lynbrook Insurance is the trading name of Lynbrook Insurance Services Ltd which is licensed to Vantage Insurance Services Ltd (Vantage) which are authorised and regulated by the Financial Conduct Authority.

## STAFFORD CLASSIC BIKE SHOW IS BACK!



• FREE PARKING!

• 1940s THEMED HALL!

• OVER A THOUSAND BIKES ON DISPLAY

• CLUBS • BONHAMS AUCTION

• INDOOR + OUTDOOR  
TRADE & AUTOJUMBLE

• TRIALS DISPLAY • FIRING-UP AREA

• £13 IN ADVANCE • KIDS 15 AND UNDER GO FREE! SAVE £3 WHEN YOU BUY  
IN ADVANCE - AND GET IN HALF AN HOUR EARLIER! (9AM)



@CLASSICBIKESHOWS #StaffordBikeShow



MORTONS ARCHIVE



[WWW.CLASSICBIKESHOWS.COM](http://WWW.CLASSICBIKESHOWS.COM)

# APRIL 25-26, 2020

STAFFORD COUNTY  
SHOWGROUND  
ST18 0BD

GATES OPEN 9.30AM

JOIN US  
FOR OUR  
40TH  
ANNIVERSARY  
CELEBRATIONS!







# ✈ BEDSIDE ✂ *manner* ✂

Teenagers eh? They leave dirty clothes all over the floor. Dried out pizzas under the bed. But not this lad. He's gone a step further, with a B44 restoration on his bedroom carpet

*IT'S AUGUST 2018 and an email arrives from Nick Dunhill, a CB reader. Nick says: 'Hi Gary, I bought your August edition to read on the beach and it got me thinking. My son Tom (he's 15) and I are restoring a repatriated 1969 BSA B44 Victor Special. We're doing as much of the work as possible, but due to our lack of workshop facilities we're using a local classic bike restorer's expertise too.'*

*Tom's very enthusiastic, quickly learning the art of restoration, and the finished elements of*

*the bike reside in his bedroom. We've carefully documented the rebuild so far with lots of pictures and wondered if you'd be interested in using it for a future article?'*

*Fast forward to the present day and the project is nearly there – they had hoped to nail it in time to get the finished bike in this 'young guns' issue, but, as is often the case, unforeseen issues have delayed the completion date.*

*Tom has written up the entire experience in his own words, starting over the page...* ▶



## BEEZA IN MY BEDROOM

RIGHT: Tom on his B44 Victor outside the family garage, just after he got it as a birthday gift



Words  
**TOM DUNHILL**

Photography  
**NICK & TOM  
DUNHILL**

**I**'ve had an interest in bikes for most of my life. This is probably because my dad and grandad have always had bikes, plus my uncle and cousin are keen motorcyclists, too. I was also taken to a number of bike shows and shops from an early age.

Me and my dad had wanted to restore a bike between us for a long time. When my dad was working at university, he restored a BSA C15 as an everyday rider. He followed that up with an A65T and a T150V Triumph Trident to high standards. This background, combined with the fact that we had a garage large enough to carry out a restoration, meant the only thing we were missing was a bike to restore.

So when my dad saw a BSA Victor Special for sale, he bought it as a joint present for my fifteenth birthday. We haggled with the dealer and he threw in a few spare parts as well. We thought a Victor would be a good choice, as my dad had already restored a unit single and knew a bit about them. Also, having matching numbers

and being quite rare, the finished bike would be worth something like the cost of the restoration.

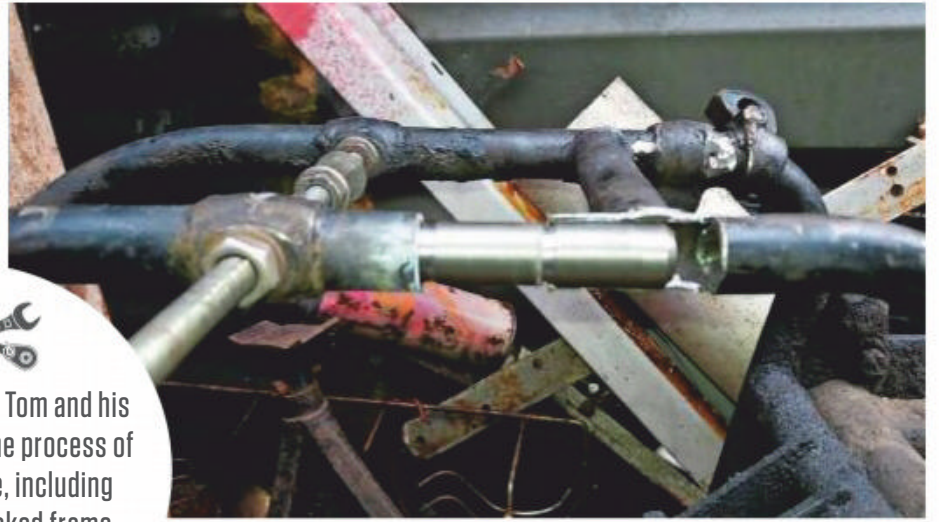
We wanted a BSA because they're British and once dominated the world market. My family also has a long history with BSA bikes; it's my grandad's preferred brand, as well as the last bike he owned before giving them up. And as I previously mentioned, my dad had restored BSAs before. They are also famously few of parts and easy to assemble, so my dad thought it would be the perfect bike for a beginner like me to start on. Not only that, lots of the parts are still available through the network of specialists in the UK, and of course the world via the internet.

About a week after my fifteenth birthday, the bike arrived at our garage. After taking several photographs of me sitting on it, we began to strip it down. The process was much simpler than we had anticipated; the bike came apart with very few problems – and those problems could be solved with a hammer and easing oil! However, during the process we noticed that the frame had cracked near the footrests and one of the fork sliders had split (presumably due to water ingress and subsequent freezing). Other than that, many of the parts were original and salvageable.

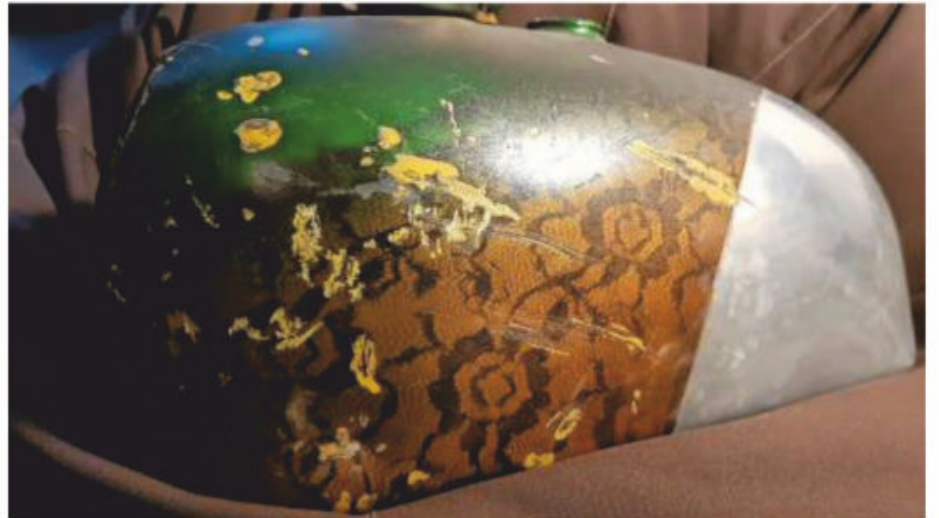
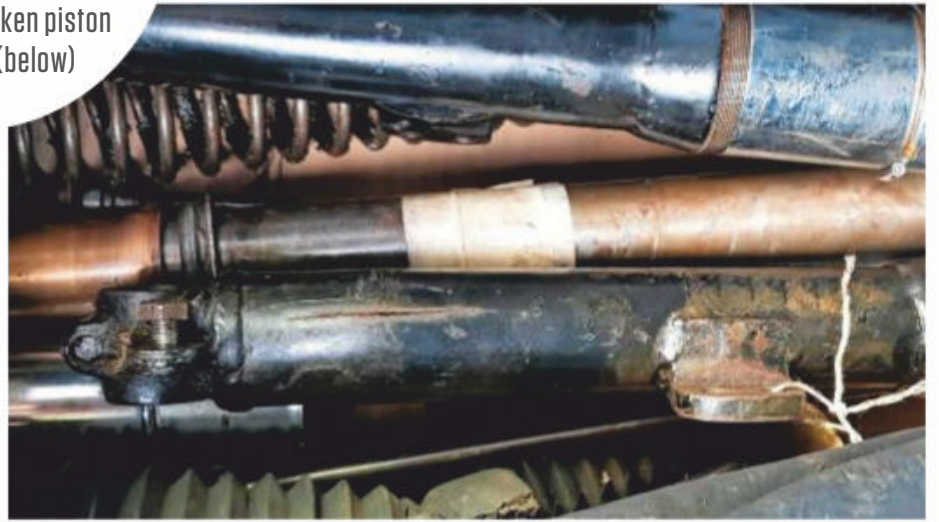
To remove the oil tank we needed to drain the oil, but we found it empty except for small pebbles and with a split filter gauze. When we took the sump plate and gauze off the engine, we found a gudgeon pin circlip and a bit of broken piston ring, but very little oil. The petrol

**'WHEN MY DAD SAW A BSA VICTOR  
SPECIAL FOR SALE, HE BOUGHT IT AS A  
JOINT PRESENT FOR MY 15TH BIRTHDAY'**






Some of the issues Tom and his dad Nick faced in the process of restoring the bike, including repairing the cracked frame (above) and a broken piston ring in the oil (below)







  
 A lot of time was spent hunting parts and waiting for others to come back from refurbishment. The chainguard (right) was a lucky find – it's a repro for an Enduro model





tank was original, but had plenty of dents and scrapes. It had been repainted an odd green colour, but the original yellow BSA paint was underneath. The seat base was a bit rusty and had a couple of splits, but was salvageable (and my dad said that new pattern ones seldom fitted, anyway). The seat cover and foam were original, although they were very tired and worn.

The original wiring loom, headlight and switchgear was long gone, and the electrical components were connected with a minimal amount of wires – all of the same colour. The battery tray was missing and the battery had been replaced by a factory capacitor, suggesting the bike may have been used as a competition bike. The exhaust pipe was original – it had a BSA B44 stamp on the outside and a mouse nest on the inside, but it was in suitable condition for rechroming. The silencer, however, had disappeared.

The front mudguard was original but beyond repair, and the rear was from another bike. The front wheel rim was rusted through and the rear was an original Jones rim in good condition but off a Victor Roadster (we sold it on eBay to raise money for a replacement.) Both brake hubs were correct and salvageable.

We stripped everything off the frame and sent it away for repairs and powder coating. The rest of the parts were separated into scrap and bits to be reconditioned. We don't have a workshop, so the plan was to do as much as we could at home and farm out the parts for repair, reconditioning and refinishing, then reassemble the bike in our attic, which is also my bedroom – it seemed like a good idea at the time!

We found a local mechanic and British bike specialist in Rotherham to help us along the way. He's called Mick Goddard, he trades as RM Services and has been really helpful, offering assistance and advice, and carrying out work we couldn't do at home.

Most of the time that's elapsed on the restoration has been spent waiting for parts to be repaired, delivered or painted. This was largely due to some of the parts being almost impossible to find (and the fact that most of the parts we found needed to be repaired, modified or

## **'MY BEDROOM WAS FULL OF THINGS FOR THE BIKE. I WAS ALWAYS STANDING ON STUFF'**

painted). Despite this, my bedroom soon became full of stuff for the bike, which meant that I couldn't leave my room without standing on something both expensive and sharp [makes a change from standing on Lego bricks, Tom – dad].

Burton Bike bits had a rare side panel for a '69-'70 model and an appropriate headlamp shell. The burst fork slider was a goner, but the internet came up trumps – we managed to find an NOS fork slider and a pair of headlamp brackets/ears at Mike's Classic Cycle Spares in Australia. The rest of the internal fork parts are all service parts and came mainly from Draganfly Motorcycles or Feked Classic Bike Parts here in the UK.

The forks were reconditioned by Mick, and the finished forks, headlamp and brackets, side panel and oil tank were all sent off to the Accident Repair Centre paint shop in Sheffield for black paint. We wanted a bit of contrast between the black of the powder-coated frame and that of the forks, etc, and we figured the factory finish would be like that. The Accident Repair Centre also applied some transfers to the bike where appropriate and lacquered over them.

We drilled the rear mudguard, which came from Autocycle Engineering, and sent it to Prestige plating in Mexborough. The front 'guard is a repro from Burton Bike Bits. The wheels were rebuilt using parts from Central Wheel Components, Feked and Draganfly. We tried to re-use as many of the original fasteners as possible – not just on the wheels, but also throughout the whole bike. Lots of them were replated at a company in Sheffield called Northern Blackening, although many were also replaced with stainless items from CPC Engineering and Middletons.

The other parts that proved tricky to find were the silencer and chainguard. We chanced upon a silencer on Armour Motor Products' website, listed under the wrong model. As for the chainguard, we could have bought a rusty, split original from the USA via eBay, but the fact that it would have ended up costing almost £350 (including shipping, tax, repairs, etc) that put us off. A chance meeting with Dave Smith (aka Rupert Ratio) at the Stafford show revealed that the Victor Enduro guard was the same pressing as the Victor Special item. Ripe

BELOW: Tom's following in his dad Nick's footsteps. Nick rebuilt an A65T in this room when it was the attic



Motorcycles were selling repros for an Enduro for £130, so we bought one and Mick reconfigured the brackets for us. The speedometer was another problem that needed to be addressed, namely the bike didn't have one. We found an original, reconditioned unit at Classic Speedometers in Worksop.

The tank went to Dent Removal Services in Pickering, where it was stripped and a big hole was discovered in the tunnel for the mounting bolt. The tunnel was cut out, the hole welded up and then it was reattached, making a great job of it. When it had been repainted by ARC, it looked a million dollars. Stephen Smethurst is a magician in Salford who makes alloy castings look brand new – he did our brake plates, rear light casting and primary drive cover.

The seat was recovered for us by Leightons in Birmingham. Martrim in Crewe sell some charcoal grey perforated material that we used – it's very close to the unobtainable original seat cover. My mum bought my dad a wiring harness for Christmas 2018 and by then we had pretty much everything we need.

We started reassembly on a hot summer's day on the garden table, pretty much as soon as the frame came back from the powder coaters. The first part that we attached were the Oddie clips with a pop-rivet gun – not that exciting, but you have to start somewhere. We then attached the battery tray, the brake pedal and the footrests as well as a number of mounting bolts that we left in their correct brackets for safe keeping. Next we installed the swingarm. Mick had replaced the





ABOVE: Once the engine's in, it'll just be a question of getting it down the stairs and into the great outdoors...

Silentbloc bearings, and reamed them to fit. This was one of the harder parts to attach to the frame, because we had to tighten the bolt through the swingarm very tight indeed. Mick lent us a very long spanner to do it! We proudly carried the completed basic frame with the swingarm up the stairs to my bedroom without putting a hole in the wall or tearing any wallpaper.

Mick also pressed the steering head bearings in place and the top and bottom yokes were fitted with plenty of greasy balls. The next obvious parts to fit was the forks. This wasn't particularly difficult, but we had to do it twice because we had forgot to put a spacer in between the yoke and the fork springs. I watched my dad struggle

### **'WE WANTED TO RESTORE A CLASSIC BIKE TOGETHER. IT WAS A FUN, EDUCATING EXPERIENCE FOR ME'**

to get the forks through both yokes against the external fork springs. I read the BSA manual and realised that there was a service tool available to help with this task – after we got one, the job became very simple.

We spent a couple of days connecting up the wiring. It is very simple, but it's important that everything is positioned properly so no strain is put on the connectors. There seemed to be an awful lot of wiring in the headlamp! Maybe at some time in the future we'll fit indicators – I think it'd make the bike more suitable for riding in a big city.

Mick cleaned up the body of the Amal Concentric carb for us in his ultrasonic bath. It looked very new, and my dad bought a lot of new jets and sliders for it. I reassembled it myself and reset the float heights using a simple tool Mick made for me.


The rest of the cycle parts went on without much problem. The mudguards and wheels were easy to fit, and the original seat base fitted first time, too. The side panel was more difficult – we had to do a fair bit of work with a knocking stick on the frame brackets! The oil tank went on and we were just about there.

All that's left now is to get the engine finished – it's been dismantled and examined, but the guy who will be reassembling it has been taken ill, so there's been a delay. The cylinder head is completely worn out and everything needs replacing, but the cylinder had been bored out to +0.0060in with a brand new piston and barely used since – you could still see the honing marks. The crank has been sent off for regrinding and the big-end bearings will need replacing. The covers have been sent to another specialist for reconditioning and polishing.

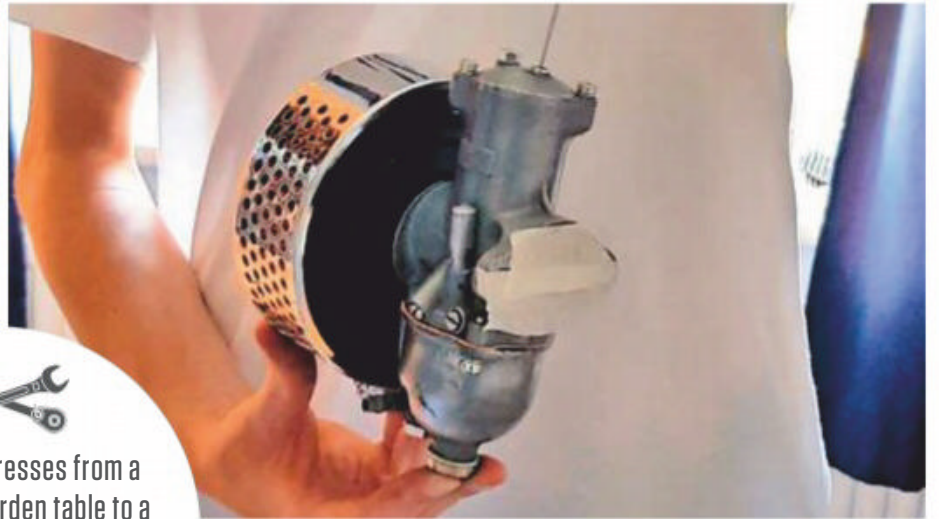
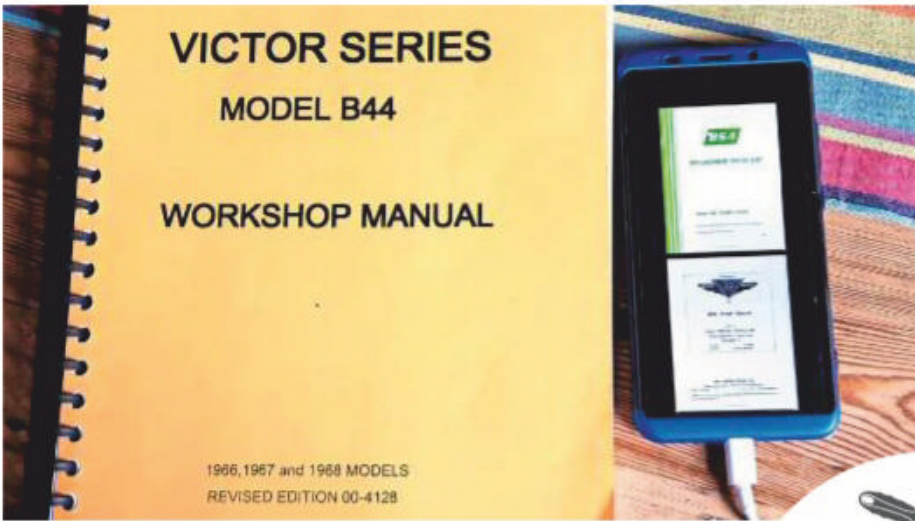
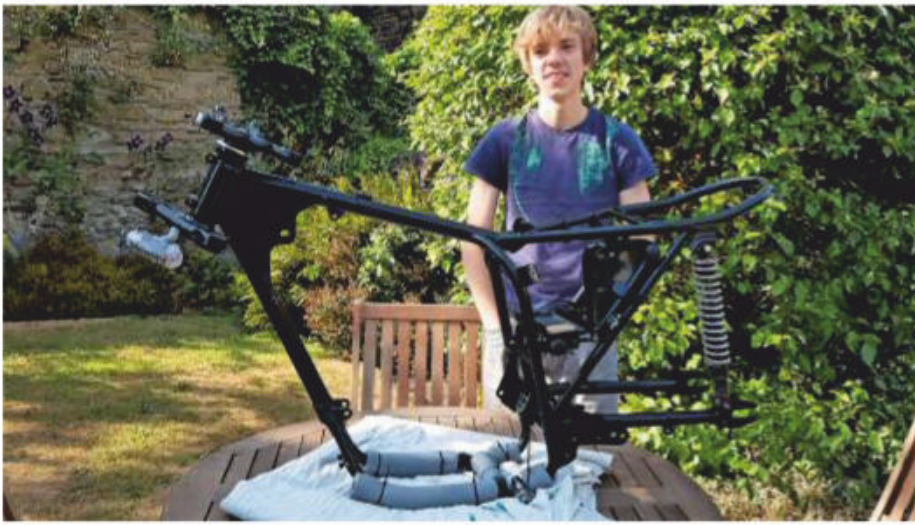
All the contents of the primary chaincase have seen better days – my dad reckons the primary chain had broken at some point and the hole in the primary cover had been its escape route.

As regards how we're going to get the bike out of my bedroom when it's finished, my dad has a choice of two plans: a) we take the roof off the house (he hasn't run that one past my mum yet) or b) the engine turns up on a glorious spring day, we partly dismantle the bike, carry it downstairs (with the wallpaper remaining undamaged) and reassemble it outside in the sunshine. He admits that both of them sound like fantasies, but he did manage to carry out a plan b) in the 2000s with a BSA A65T, which descended from the attic to behind our sofa in the sitting room for a week or so.

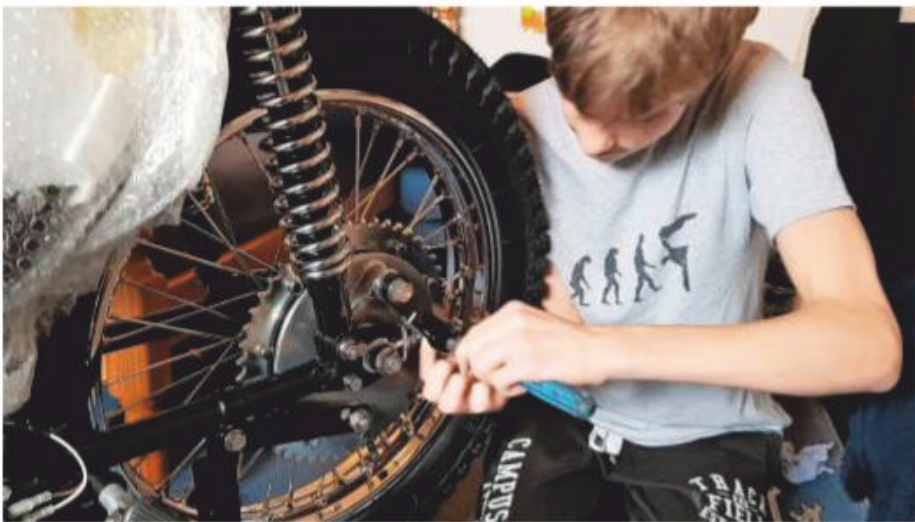
I'm really looking forward to having my fillings shaken out riding such a brilliant example of our British motorcycling past. I definitely plan to ride the bike, but because its 440cc I'm not old enough to do it legally on the road yet, so I might suggest selling it and buy something that I can ride. My dad, however, says he might sell his modern Triumph and use the money to buy a bike for me. My mum is totally against me owning a bike at all, whether it's a classic from the '60s or not; until recently, she assumed that we planned to sell it once we knew that it worked.

The thing to remember is that me and my dad did this because we wanted to restore a classic bike together, what we restored didn't matter too much. It was a really fun, educating experience for someone of my age. It also helped me in my sixth-form BTEC Engineering course, because I'm now familiar with lots of the tools and machinery we use in the workshop. I'd love to do another project once we've finished this one.' 





  
 The build progresses from a frame on the garden table to a nearly finished machine in Tom's bedroom, via help from the workshop manual and plenty of spannering.

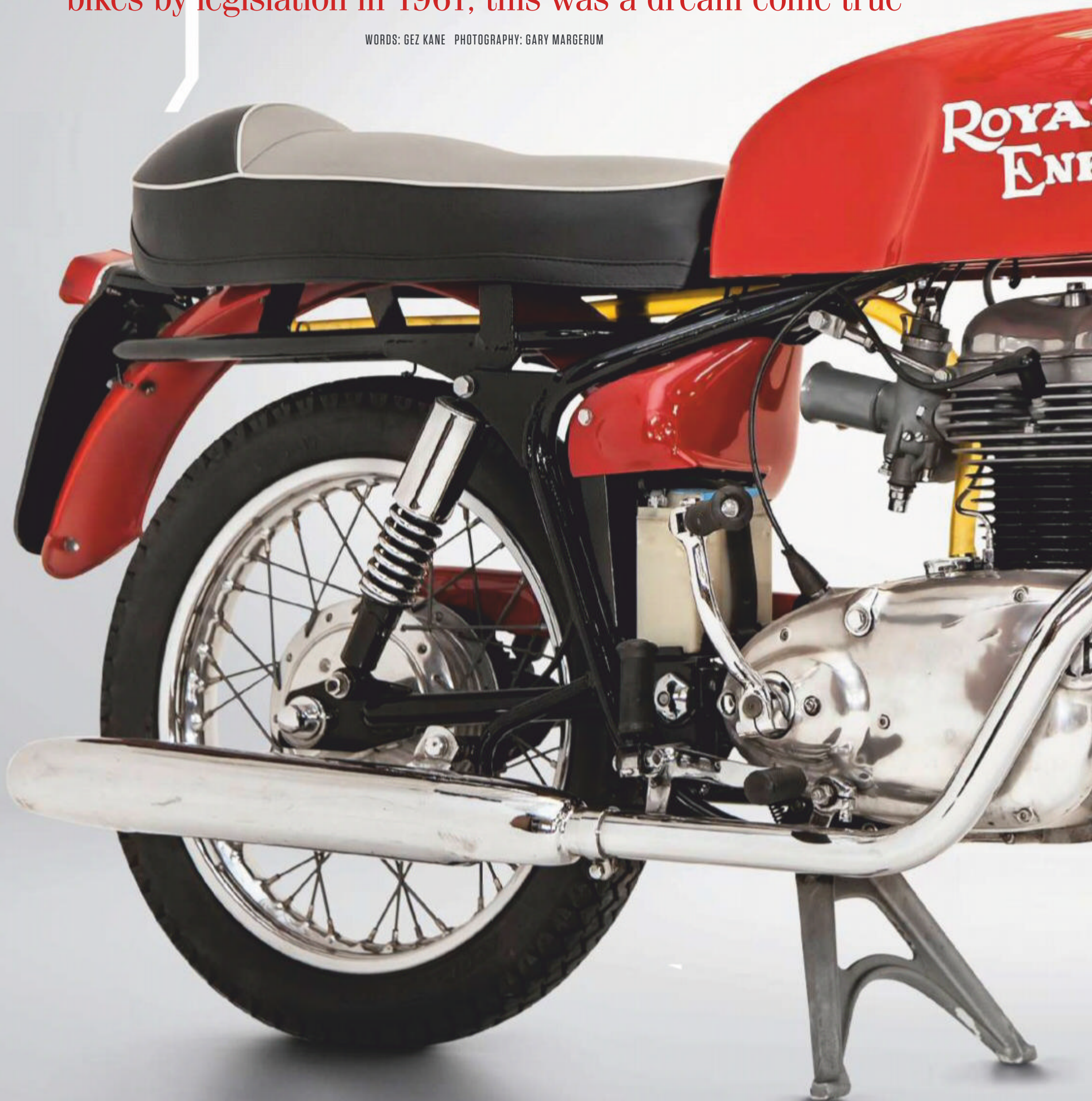




# Royal Enfield Continental GT

For young learner riders, who had been restricted to 250cc bikes by legislation in 1961, this was a dream come true

WORDS: GEZ KANE PHOTOGRAPHY: GARY MARGERUM





With its café racer style and bright red glassfibre tank, the Continental GT was a shining symbol of youth rebellion





When John 'Moon Eyes' Cooper got the speedo spinning up to an average of 73mph on a few laps of Silverstone, it boosted the GT's reputation as a hot 250



**I**n the post-war era, Redditch-based Royal Enfield earned a deserved reputation for producing solidly-engineered and (largely) well-built machines in the traditional mould. Their Bullet range of 350cc and 500cc singles is well known for longevity – a production run of almost 60 years, from 1948 to 1997, when production of the 350 Bullet Standard (by then manufactured in India) finally ended, certainly isn't bad.

Enfield's twins enjoyed a similarly worthy reputation in the '50s and early '60s. But for the British parent company, the swinging '60s brought a new challenge and changing markets. Vital to meeting that challenge was the rise of the 250 'learner' market – and the increasingly demanding young riders that were buying into motorcycling.

The pre-unit Clipper, introduced in 1954, might not have been the stuff of teenage dreams, but the unit-construction Crusader was a step in the right direction when it appeared for 1956. More was to come. A Crusader Sport model joined the line-up in 1959 – with the five-speed Super Five arriving for 1962. But it was the 1963 launch of the Continental that really upped the ante for Enfield's 250cc offerings.

The Continental's quasi-café racer style certainly broadened its appeal with the younger set, who were already being tempted by increasingly sophisticated offerings from Japan. But it was the Continental GT that would become the object of lust for a generation of L-plate riders. Surely, here was the best-looking British 250 ever built. Who could resist the sporty, bright red glassfibre tank, humped seat, sinuous exhaust run and racy little flyscreen? Why, you could even order a colour-matched Avon Speedflow fairing for the ultimate in racer chic. Adding substance to style were further tweaks to the engine, making the GT the most powerful – and fastest – British 250 on the road.

A compression ratio up to 9.5:1, plus the hot cam, lighter flywheel, larger inlet valve and wider inlet tract from the Continental – and the five-speed gearbox – provide the step up in go compared to the base-model Crusader. But,

apart from those relatively minor tweaks, the GT's engine is virtually identical to the humble Crusader. The camshaft and pushrods are on the left-hand side of the engine (unusual on a British 250), the alternator is on the right and there's a one-piece crank with a split conrod running on a plain bush big-end. The crank runs on a ball-race timing/drive side main bearing and a roller bearing on the alternator side; the oil for the dry-sump lubrication system is held in an integral tank formed by part of the crankcase castings.

But that five-speed gearbox was one of the big selling points of the Continental GT. Who needed to turn to Japanese bikes when you could have an off-the-peg British café racer with an 85mph top speed, bags of style and the sophistication of five ratios? Sadly, it was often that last feature that spoiled the pleasure of GT ownership for many hard-riding young owners. The five-speed unit only has

one set of layshaft dogs for second, third and fourth gears (there are two dogs in the four-speed unit) and the pinions are slimmed down to allow them to fit in the same space as the four-speeder. It was a recipe for mechanical mayhem – and often prompted owners into retro-fitting a four-speed gear cluster.

That didn't stop Royal Enfield from pushing the performance credentials of the GT, though. When the model was announced in late 1964, Enfield sent a team of five riders – including race star John Cooper – to ride a stock GT non-stop from Land's End to John O'Groats. On the way, Cooper thrashed the little 250 round a few laps of Silverstone Circuit, clocking a fastest lap at 73mph. It was heady stuff for a 250 and couldn't have hurt sales.

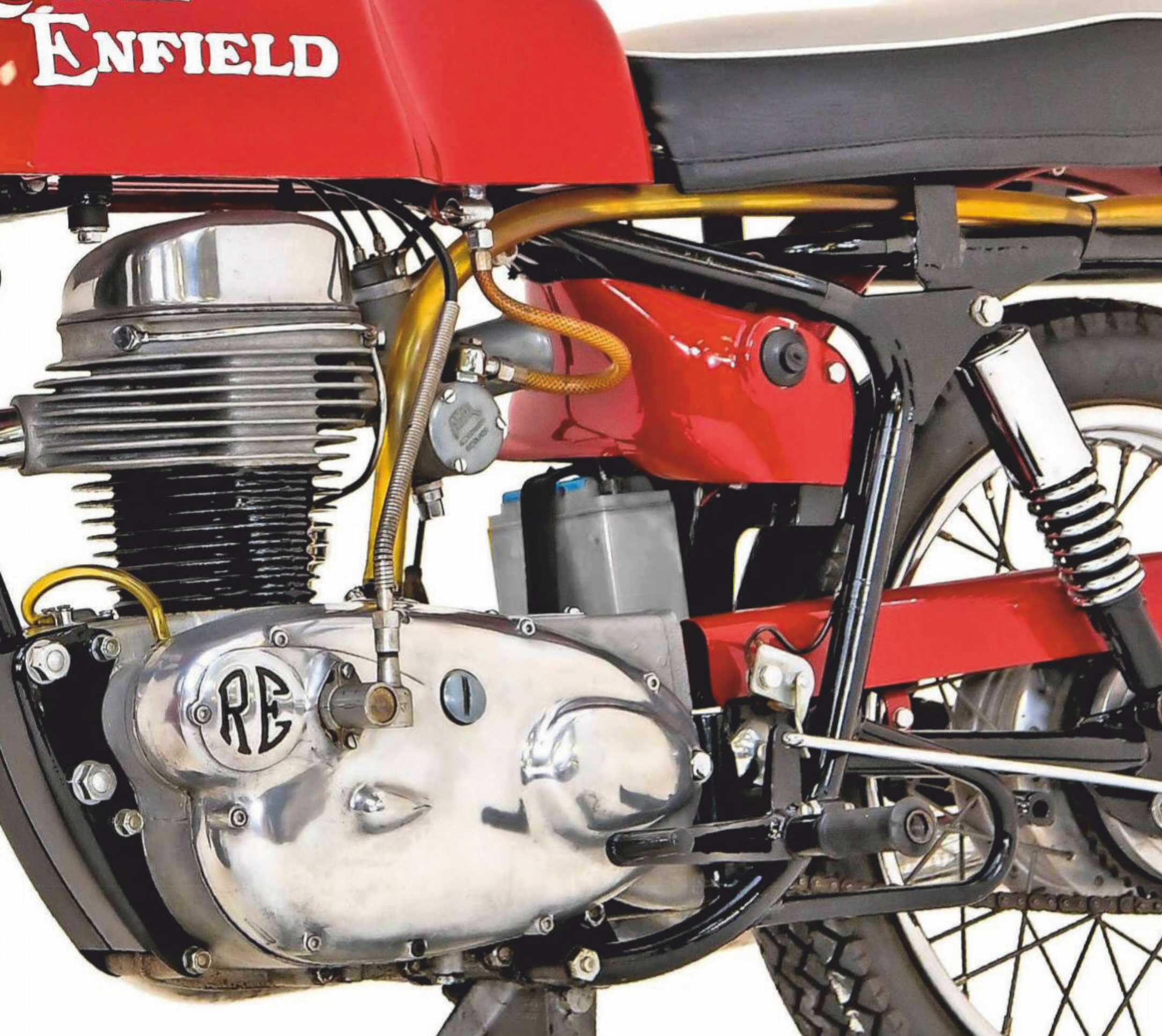
Sadly, though, Royal Enfield were in financial trouble almost as soon as the GT hit the streets. Just two years after the GT's launch, the Redditch factory was sold and production of the whole 250 range was brought to a halt. Production of the Interceptor twin continued at the company's Upper Westwood plant, but it was the end of the road for the dashing Continental GT. 📍

*Many thanks to the National Motorcycle Museum for providing this bike for our photographs.*

## **'IT BROADENED ROYAL ENFIELD'S APPEAL WITH THE YOUNGER SET'**

ABOVE: A 9.5:1 compression ratio and a hot cam made this the most powerful and fastest British 250 on the road. The five-speed gearbox was its Achilles heel





It doesn't look like much, but the front brake works well if kept in good fettle



An Amal Concentric carburettor feeds the 248cc single-cylinder engine



# ANDY BARRETT

The family motorcycling gene took time to activate in Andy Barrett, but now it has, there couldn't be a more passionate young man to be looking after the late Ralph Seymour's personal collection of Velocettes

WORDS: GARY PINCHIN PHOTOGRAPHY: GARY MARGERUM AND THE SEYMOUR FAMILY ARCHIVE

**T**o tag 29-year-old Andy Barrett as a 'collector' is probably a little wide of the mark. He's actually the custodian of what was once the personal property of his late grandfather Ralph Seymour, the well-respected Velocette specialist dealer and tuner from Thame, near Oxford. Andy inherited the precious family heirlooms in the form of several very desirable Velocette motorcycles, associated spares stock and copious memorabilia. But he's no different to any other collector we've met, in his passion for classic motorcycles – and Velocettes in particular.

When Ralph died in 1994, Andy was only four years old, so he never got to know his grandad. Andy's mother kept his business ticking over until she passed away in 2009. Until that point, Andy reveals he'd had little interest in the family business.

"I was never into bikes for years," he admits. "I was around it all the time and even bought an AJS Regal Raptor in 2008 when I was 18. But I only got that because my mates convinced me it was a good idea. I rode it for five years and was surprised how reliable it proved, despite the abuse I gave it. I was still at school at the time, held back a year because I failed all my exams."

After his mother passed away, Andy finished his schooling and stepped straight into running the family business! He says: "By then the shop was only selling parts and doing a few restorations, so when I went there it was with a plan to clear everything out and sell off the business, while scouring the workshop for Ralph's personal bikes, relevant spares and paperwork to keep within the family."

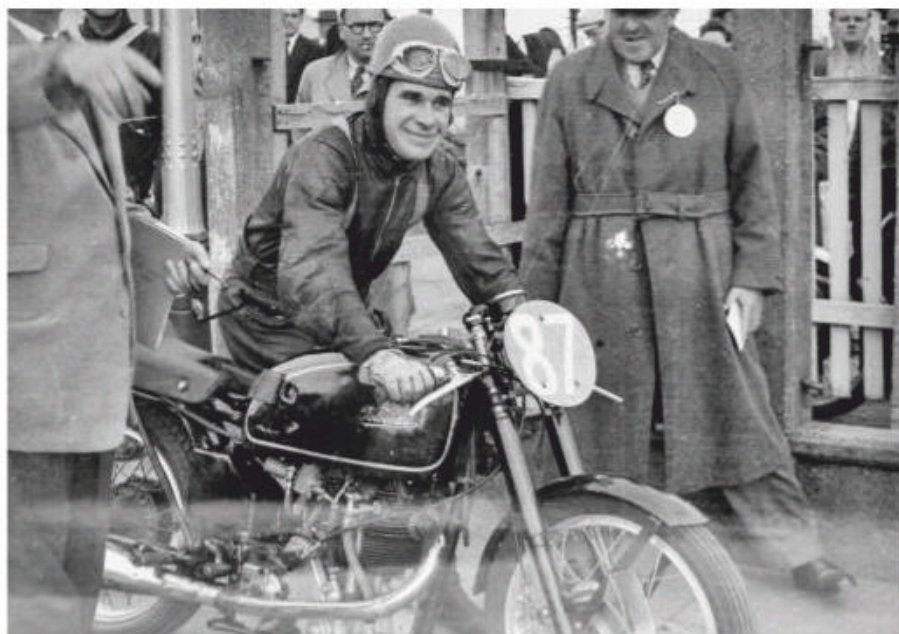
But Andy's interest in two wheels had been awakened. "It was shortly after mum died that the motorbike thing finally clicked with me. It was like a big light bulb suddenly being switched on – and I've no idea











Andy's grandfather Ralph Seymour, back in his Velocette racing days



Collection of memorabilia owned by Andy includes Ralph's original shop sign

what triggered it. Maybe her death made me realise just how much our family was involved in motorcycling. I suddenly felt myself drawn into researching all the history of our family and it was all about bikes. History had always interested me at school, but this was personal."

Business wasn't great, however. "The shop was barely making any money. The rent and rates were taking up any income, so I had to work part-time in the evenings at Pets at Home to get any kind of living."

It took its toll. At the age of 23, Andy had a nervous breakdown. "My mum died when I was 19. My dad was lost without her. I saw my nan daily to make sure she was OK. I was trying to sort the business and, on top of all of that, my own relationship ended. I took six months off, saw a therapist and came out of all that in a much better place."

"I joined Bonhams Auctioneers as administrator for the motorcycles department and worked my way up to being a specialist. It's a fascinating, addictive job, as you never know what's around the corner! I'm very fortunate to have a job in which I get to indulge my passion and help people. The travelling and living in America was a fantastic perk, too."

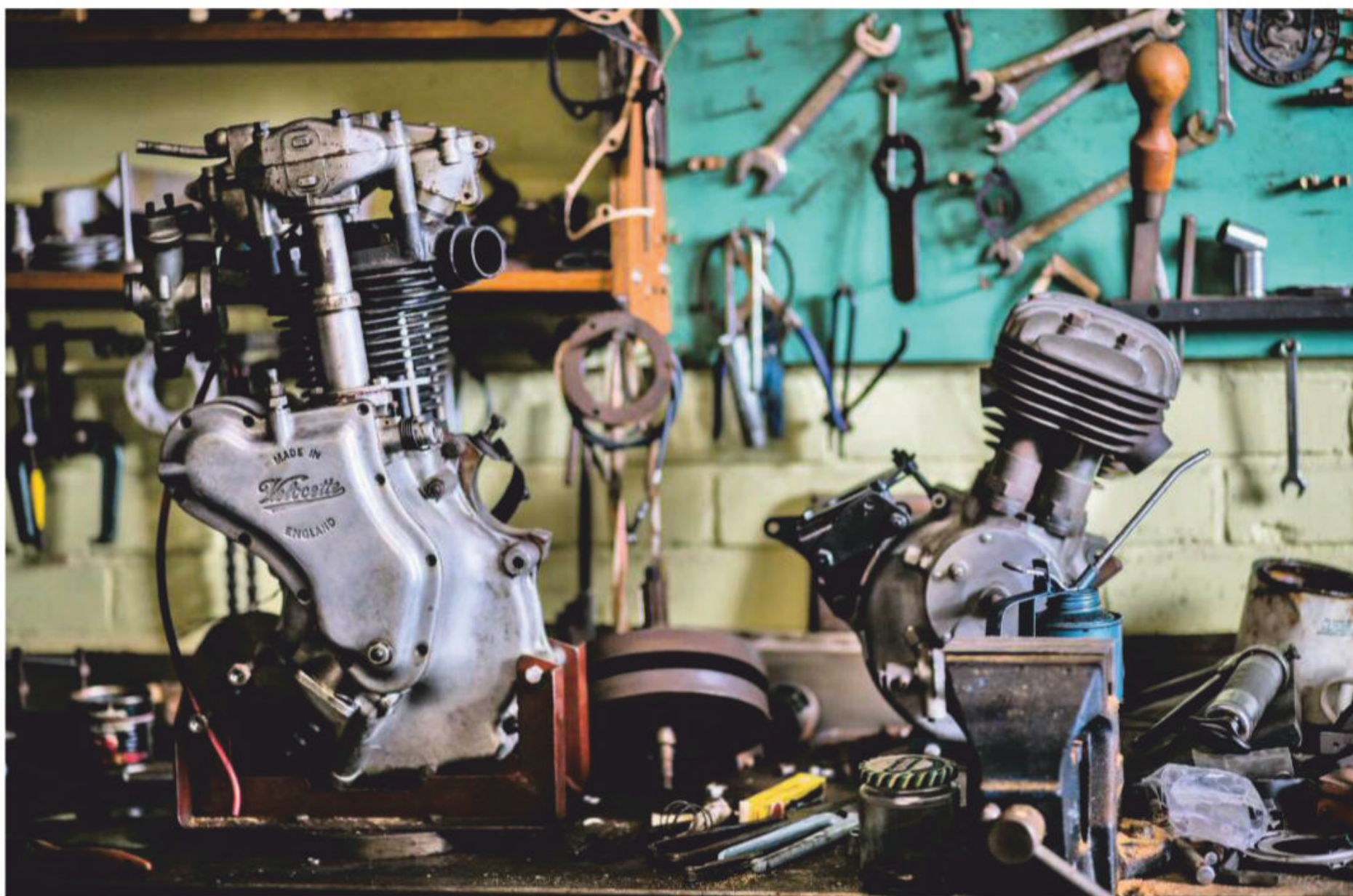
"I'm also drawn to engineering, because when I finally got around to looking closely at Ralph's motorcycles as I cleared the workshop, I could see his fantastic attention to detail. It fascinated me."

"I suppose the truth is that I love classic bikes in general; working for someone like Bonhams lets me feed my habit and learn about all types of bikes from different eras, as well as meeting fascinating people from all walks of life. Mostly, though, I'm drawn to Velocette – not just because of the family connection, but because I just love the history of how they created their bikes and developed aspects of motorcycle engineering which are still in use today, like the positive foot gearchange."

He laughs and changes the mood by saying: "I suppose we really ought to venture into the workshop and see the bikes..."

The workshop is to die for. That familiar old bike smell greets us as Andy pulls back the door to reveal racks of spares, tools and, centre stage, a handful of Velocettes – more oily-rag clean than pristine. These are bikes that are still ridden, rather than hidden.

We virtually trip over a neat MSS inside the door. "It's a 1954 bike that Ralph bought in 1956," says our host. "Back in the day, it had a



On the workbench is a prototype 250cc side-valve engine, nicknamed 'Little Donkey' that Velocette planned to build (right). Next to it is a pre-war MAC engine





Andy looking well pleased with his inheritance, as well he might, when it includes such treasures as his grandfather's Velocettes and the tools to fettle them

big screen and a sidecar. He used it for his work commute. Nan told me that during wintertime he'd put a shovel in the sidecar and ride until he ploughed into a snow drift, then get off and shovel the snow out of the way and carry on..." He rolls his eyes at the thought of his grandad's dogged determination to work.

Ralph traded the MSS for a MAC, which then became the business hack at Seymour's, but at some point in the '80s he managed to get the MSS back. "I discovered it in boxes when I cleared the workshop; nan told me Ralph planned a restoration, but never got around to it. I moved the boxes to my bedroom and eventually got my friend Barrie, who's a mate of Geoff Dodkin [a renowned Velocette racer and tuner] to do me a dry build. I rode it in that state for a year, then I stripped it with another friend, Adrian; we got everything painted up and then did a full build, with a lot of guidance from Barrie. I've done around

## **'I'VE TAKEN GIRLS ON THE BACK OF THE MSS. BELIEVE ME, THEY LOVE IT!'**

7000 miles on it since, including a track session at Dijon during the Coupes Moto Légende festival. It's such an easy bike to get on with that I've even let friends learn how to ride on it. I've also taken girls on the back of the MSS, too – and believe me, they love it!"

The bike that catches the eye, though, is the faded green Rickman-framed racer that sits proudly atop the workbench. "This is Katie – all of Ralph's bikes have names," says Andy. "He built it in 1967, with a 1939 KTT MkVIII engine from his original MkVIII that he purchased new in 1939 and raced at the TT between 1946 and 1952.

"Ralph stopped racing after the 1952 TT, because his sisters harangued him so much that their mother was getting ulcers, worrying about him when he was on the track. Ralph was especially close to his mum, as his dad had died early in his life. After he stopped racing, he spent all his time preparing and tuning bikes. As I was only four when he died, I only learned about him from talking to nan." 🎧



After giving up racing, Ralph spent all his time preparing bikes like this Velo KTT





All Ralph's bikes had names; this 1967 Velo Thruxton is known as 'Bellowing Bella'



Andy's collection includes historic racing numberplates, bibs and other mementos



Ralph collected these trophies, including three from the Manx GP, two TT replicas and a 1937 BMCRC (Brooklands) cup presented by Sir Algernon Guinness Bart

Getting back to how the Rickman evolved from a conventional KTT, Andy explains that as part of its development, Ralph made his own Featherbed-style frame (it stands on its end, against the wall next to the Rickman), but then Rickman frames came along in the early '60s so he built this bike in six weeks to race in the 1967 Manx.

"Nan told me it was a real rush job and that he spent many late nights trying to get the bike finished in time. It has the rare works 'turbo-cooled' [ventilated] front drum brake. Ralph had a guy called Vern Wallis working for him; Vern's dad worked at Brooklands with Eric Fernihough, and Vern became like a son to Ralph."

Ralph didn't win anything major as a racer, but a lot of good privateers rode his bikes, too. Fred Walton rode his bike – a bright red Velo with a white fairing – to 19th place in the 1973 Senior TT.

The original KTT frame that donated its engine for the Rickman still sits in the workshop – with a huge aluminium fuel tank adorning the frame. Andy says: "This was Ralph's original 1939 KTT MkVIII which he bought in time for the August bank holiday race at Donington Park that year. Unfortunately, he crashed it. Then came the war, so he covered the battered bike in a blanket, hid it behind the sofa in his mum's house and went off to war. He was scared about motorcycles being commissioned to be melted down for the war effort."

Ralph was in the REME (The Corps of Royal Electrical and Mechanical Engineers), so he never saw front-line action. Post-war, he went to the Manx in 1946 with the same bike and raced it in the Junior, also riding a Norton in the Senior. In the Junior he was allocated 'Number One' so he was the very first rider off down Bray Hill after the war! His best TT results were in 1951 and 1952 (45th and 38th respectively), winning replicas as a finisher. As Andy points out, while he wasn't one of the superstars of the era, he was a leading privateer having a good time!

"Ralph was also a whizz working with aluminium," says Andy. "As you can see from the oversize tank he made for the KTT. He loved making things with the stuff. Look at the pushrod tunnels on his bikes;

## 'RALPH WAS THE FIRST RIDER OFF DOWN BRAY HILL AFTER THE WAR'

I'm sure he saw what Ducati had done with their singles and thought: 'I could do that'. He made the aluminium dynamo casings, fitting them to add rigidity to the engine/frame connection. Without them the frame flexed too much. See how he dished the aluminium wheel hubs...

"He was a master craftsman, he really knew what he was doing, yet he was actually trained as a carpenter at Parker Knoll, hence every workbench and tool cabinet in here [all made with wood] was made by him. I've no idea where he got his engineering knowledge. I never got around to asking nan about that, which is something I regret, but I suspect he was self-taught."

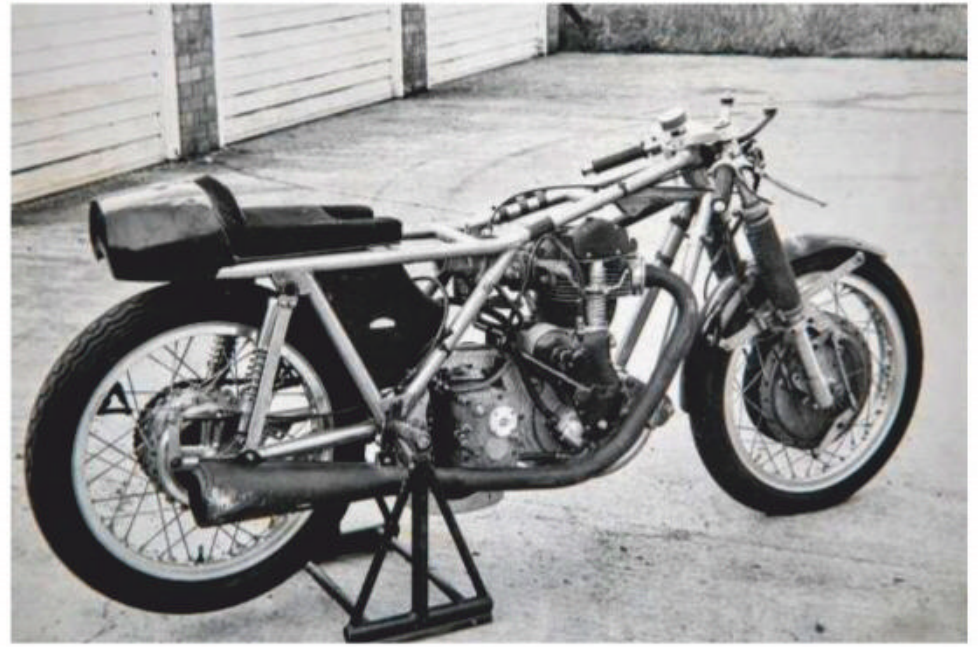
For years Ralph worked at the Harris car and bike dealership in High Wycombe, but in 1960 he set up his own bike business in Thame. He was a Velocette and BSA dealer, although the shop later had Lambretta, Honda, Suzuki and Yamaha franchises. The business finally closed in 2012, and Andy's nan died in 2018.

Ralph was never employed by Velocette but, as Andy points out, the Birmingham-based manufacturer was a big family business and they looked after the independent dealers who supported them. Luckily, Ralph kept copious family photo albums and scrapbooks full of pictures clipped from the motorcycle press of the era, which in themselves form a comprehensive journal of record.

Another race bike in the workshop is Ralph's 1967 Velo Thruxton known as 'Bellowing Bella'. Andy explains: "This one was ridden by Danny Shimmin in the production TT in 1977 and '78. He didn't have great results on it, but set a really fast lap of 93.5mph in practice – pretty impressive for a four-stroke, pushrod, single-cylinder production bike. It has never had an amazing racing history as such, but has been used on short circuits ever since the production TTs and is still pretty much original. I don't think I'll ever restore it. It would ruin all the history."

On the bench is a prototype 250cc side-valve engine that Velocette planned to build. Andy found it when clearing out Ralph's shop. "I've even got the blueprints for it. It was known as 'Little Donkey', but nothing came of it. Ralph had it on display at Stanford Hall for a

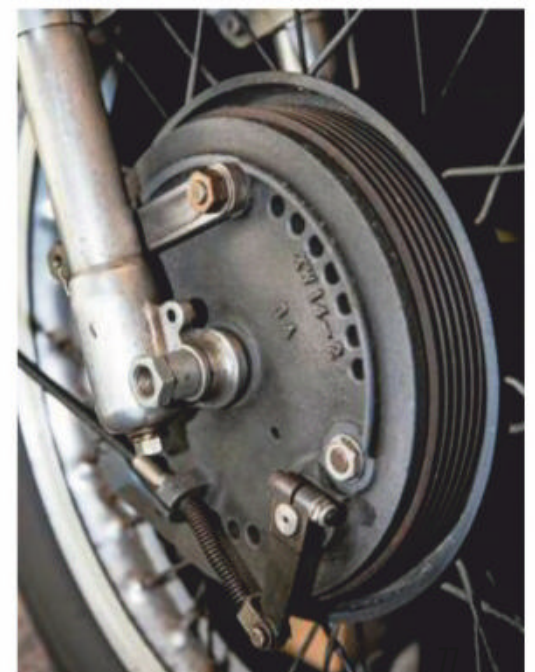




ABOVE: On one of the benches in Andy's workshop sits a pock-marked Rickman frame. He intends to build a Rickman Velocette road bike using this frame, the intention being to base it on the photograph of one of Ralph's builds, shown in the photograph on the right



ABOVE: This Rickman-framed racer goes by the name of Katie and was built by Ralph in 1967 using a 1939 KTT MkVIII engine. The mottled green pudding basin is the one Ralph used when he raced. BELOW, LEFT TO RIGHT: Ralph made this Featherbed-style frame himself; Fred Walton on Ralph's Rickman Velocette; rare works ventilated front drum brake on the Rickman





while.” Next to it is a pre-war MAC engine. “Another gem I found in the workshop,” he grins. “It’s my test engine – I’m using it to learn how to build one from the ground up. I can do all the basics – the maintenance, timing, etc, but I don’t have the experience of building engines. I’m lucky that I have Velo experts like Geoff Dodkin and Nick Payton as friends who will help me fix stuff, but I need to learn how to build engines and gearboxes. I figure if I can do that, then I’m pretty well covered, but it’s not going to be easy. The MkVIII KTT, for example, is quite a complex thing and you need to have insider knowledge, like fitting shims at room temperature, ensuring the girder forks are correctly set up, the clutch... and other Velo quirks to build a Velocette correctly. The devil is in the detail and it’s the detail I need to learn.”

Then on another bench sits a pock-marked Rickman frame – another Barrett project! “I’m building a Rickman Velo using this frame and it will be based on one of Ralph’s builds. I’ve no idea who Ralph built the bike for in the photo [see previous page], but I like the style and

## **‘I’M BUILDING A RICKMAN VELO BASED ON ONE OF RALPH’S BUILDS’**

want to build a road bike based on it. The frame is the last one that was left in the workshop when we closed down, though I’m not sure what it was ever used for. There were two others we had which were sold purely as Rickman frames and definitely not Seymour specials because they were never used as such.

“I’m going for a high-spec Venom engine, anodised black. It’ll have a Fontana front drum, just like the bike in the picture. I’m not sure what finish I’d have on the frame, probably not nickel plate because most Rickman frames have that finish,” he says and pauses, allowing the ideas to percolate... “I’m thinking I might do it black – and have black rims, too. The entire bike would be black with some gold pinstripe highlights. The most important thing is to build it with the same kind of detail someone like Ralph or Francis Beart put into their bikes. It’s definitely going to be a good project for me to learn from.”

We stand looking at the frame, the picture and back, imagining how cool the finished bike might look. Then Andy cuts away...

“What about some riding shots? I can ride this KTT,” he offers. “It’s road legal, if a little bit loud...”



Andy has kept Ralph's scrapbooks full of clippings from the motorcycle press



Andy as a three-year old on the same bike he rode during our visit (right)

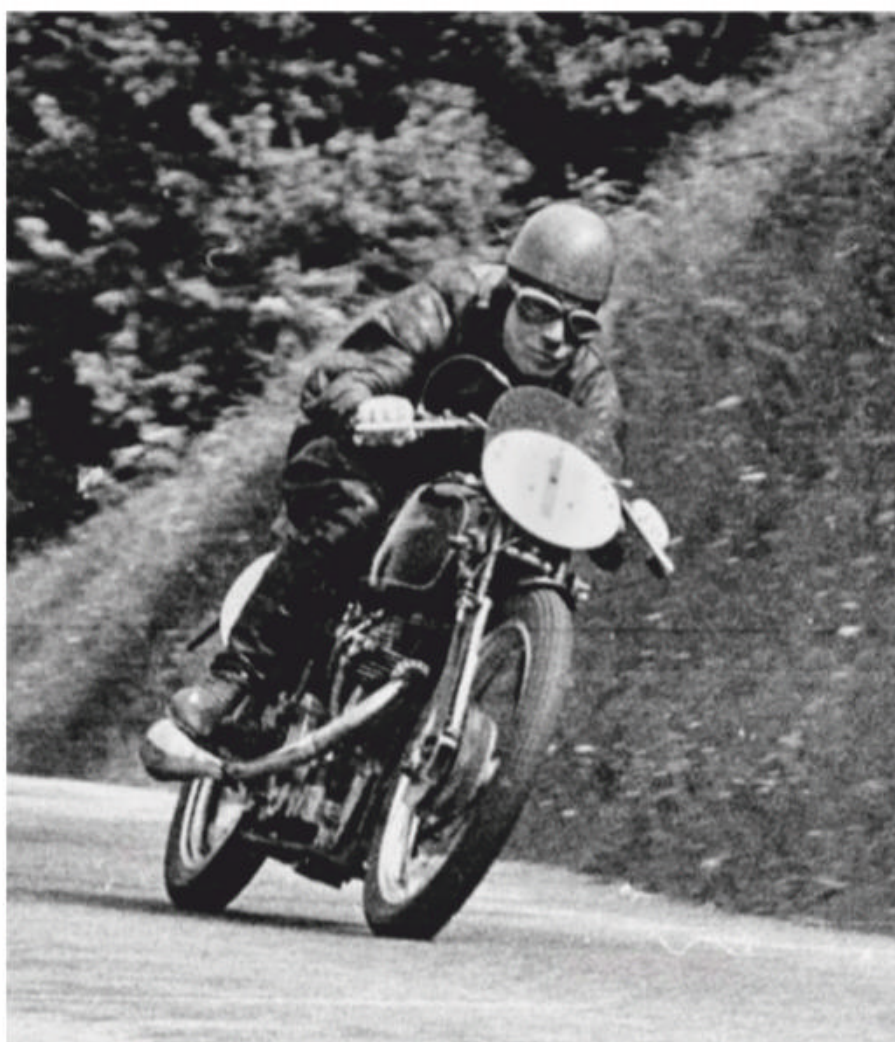


This Velocette KTT typifies the idiosyncrasies of the marque that Andy finds so captivating to be involved with and engaging to ride (as his grandfather did before him)





Andy out for a ride on his KTT, which is road legal and makes its presence known via an open megaphone exhaust – it's a real bombardment of the senses



No doubt Ralph would be pleased that his grandson's taken on his old bikes

Andy grabs his leather jacket and helmet, wheels the bike out, turns on the fuel, runs alongside it, leaps onto it and bump-starts it. The KTT barks into life, its open mega filling the nearby industrial estate. As we watch him ride away, an old boy stands at the zebra crossing, transfixed. He's either never seen or heard the like of it before or knows exactly what it is and is wondering what the heck a KTT is doing thundering around his locality.

The bike is apparently called Eileen. In the late '80s Ralph bought it in tea chests and then used the parts to build this bike for Andy's nan. Ralph got Bernard Guerin, a Frenchman who had been national champion as far back as 1953, to ride it in the 1993 classic races on the Southern 100 course. While wheeling it out and getting ready to bump it, Andy mentions with a smirk: "I do want to ride it at the Goodwood Festival. I can't use at the Revival, I'm not a good enough racer, but I think it would be fun to run it up the hill at the Festival – and people would appreciate seeing it."

Andy is still buzzing from his little spin on the bike: "I just love riding these things because you can feel it working away underneath you. It's got a life of its own and you can hear everything going on. Someone wrote that I was into riding Velocettes because of the family connection, but that's bollocks. I just love the experience riding old bikes gives you.

"I ride more modern bikes, but they are so perfect – you can't even feel or hear the engine running. And they don't leak oil. I own a 1989 Honda GB500TT which has a '60s style, but there's something that the old bikes have that can't be replicated in these modern bikes – that soulfulness or character that each one exudes... or something philosophical like that," he says while laughing and rolling his eyes.

"I love the reaction of people when they see and hear bikes like this. If I can inspire one youngster to want a motorcycle after seeing me on the Velo, then that would be fantastic." 🍷

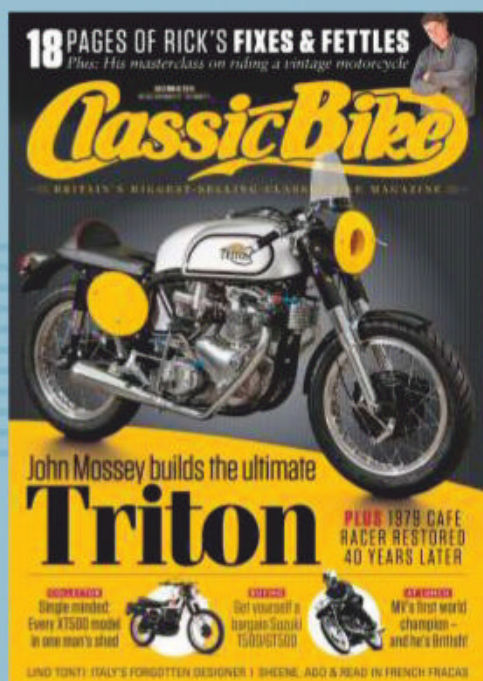


SUBSCRIPTION OFFER

# ENJOY A YEAR OF

# *Classic Bike*

## FOR JUST £3.30 A MONTH



PRINT ONLY

## £3.30 every month

*When you pay by recurring direct debit*

OR

## 12 issues for £44

*When you pay by credit/debit card or PayPal*

# CALL 01858 438884 QUOTE BGAA

LINES OPEN 8AM-9.30PM (MON-FRI), 8AM-4PM (SAT)

**TERMS & CONDITIONS:** Subscriptions will start with the next available issue. The minimum term is 12 issues. After your first direct debit payment your yearly subscription will continue at the price you paid on this offer thereafter unless you are notified otherwise. You will not receive a renewal reminder and the Direct Debit payments will continue to be taken unless you tell us otherwise. This offer closes on March 24, 2020 and cannot be used in conjunction with any other offer. Cost from landlines for 01 numbers per minute are (approximate) 2p to 10p. Cost from mobiles per minute (approximate) 10p to 40p. Costs vary depending on the geographical location in the UK. You may get free calls to some numbers as part of your call package – please check with your phone provider. Order lines open 8am-9.30pm (Mon-Fri), 8am-4pm (Sat). UK orders only. Overseas? Please phone +44 1858 438828 for further details. Calls may be monitored or recorded for training purposes. For full terms and conditions please visit: [www.greatmagazines.co.uk/offer-terms-and-conditions](http://www.greatmagazines.co.uk/offer-terms-and-conditions).





**SUBSCRIBE  
TODAY**

*Never miss an issue  
Free delivery to your door  
Save £1.10 a month on  
the cover price*

GARY MARGERUM

**ONLINE SIGN-UP**  
[GREATMAGAZINES.CO.UK/CLASSICBIKE](http://GREATMAGAZINES.CO.UK/CLASSICBIKE)





## AJS & Matchless Owners Club

Unit 3, Robinson Way, Kettering,  
Northants NN16 8PT  
Telephone **01536 511532**



**MONTHLY MAGAZINE**  
**TECHNICAL HELPLINE**  
**PARTS SERVICE**  
**DVLA APPROVED DATING**  
**CLUB FORUM**  
**RALLIES AND RUNS**  
**MEMBERS DISCOUNT SCHEME**

[www.jampot.com](http://www.jampot.com)

## Classic Coatings Ltd

"the perfect finish"



- Powder Coating
- Motorcycle & Automotive
- Diamond cutting
- Alloy Wheel
- Refurbishment & Repair
- Vapour & Bead Blasting
- Tyre Fitting

[www.classic-coatings.co.uk](http://www.classic-coatings.co.uk)

Lincolnshire ☎ 01476 576087



## Motorcycle Pistons & Conrods



**JE Forged Pistons. Have the pistons  
you need, not a compromise.**  
4 stroke only.

**4-week delivery  
on custom  
designs.**

**Carrillo Conrods. BSA, Ducati,  
Honda, Harley Davidson etc.**  
Reliable custom service.



**CALL: (0)1462 684300**

[sales@cambridgemotorsport.com](mailto:sales@cambridgemotorsport.com)



**Cambridge  
Motorsport Parts**

Unit 5 Lacre Way, Letchworth, Herts, SG6 1NR. [www.cambridgemotorsport.com](http://www.cambridgemotorsport.com)

## WANTED! WANTED!



**VINTAGE & CLASSIC MOTORCYCLES  
BOUGHT & SOLD!**

**MACHINES / COLLECTIONS WANTED**

**ANY YEAR - ANY CONDITION - FROM BASKET CASES TO CONCOURS!**

**WILL COLLECT! OUTRIGHT CASH PAYMENT!**

**CONTACT: RICHARD GAUNT**

**D.R.CLASSIC MOTORCYCLES LTD**

**TEL 01283 536379 / 07889 292536 | email: [richard@drclassic.co.uk](mailto:richard@drclassic.co.uk)**

**SRM**

QUALITY  
**ENGINE**  
REBUILDS

TRIUMPH BSA NORTON



[www.srmclassicbikes.com](http://www.srmclassicbikes.com)

01970 627771

THIS IS **ENGLAND**  
**ORIGINAL SINCE 1975**

**DAVIDA**  
ENGLAND

**A WORLDWIDE  
REPUTATION FOR  
THE QUIETEST, MOST  
COMFORTABLE AND  
WELL MADE OPEN  
FACE MOTORCYCLE  
HELMETS AVAILABLE...**

**FASTEST  
KOURA RACER  
IN THE WORLD  
ON A BICYCLE 174MPH  
GUINNESS BOOK OF RECORDS  
PRESENTATION BY  
SURPRISE PRESENTER  
15 FEB DAVIDA STAND  
AT EXCEL IN  
LONDON**



60

80, 90, 92, 93v3

94

[www.davida-helmets.com](http://www.davida-helmets.com)

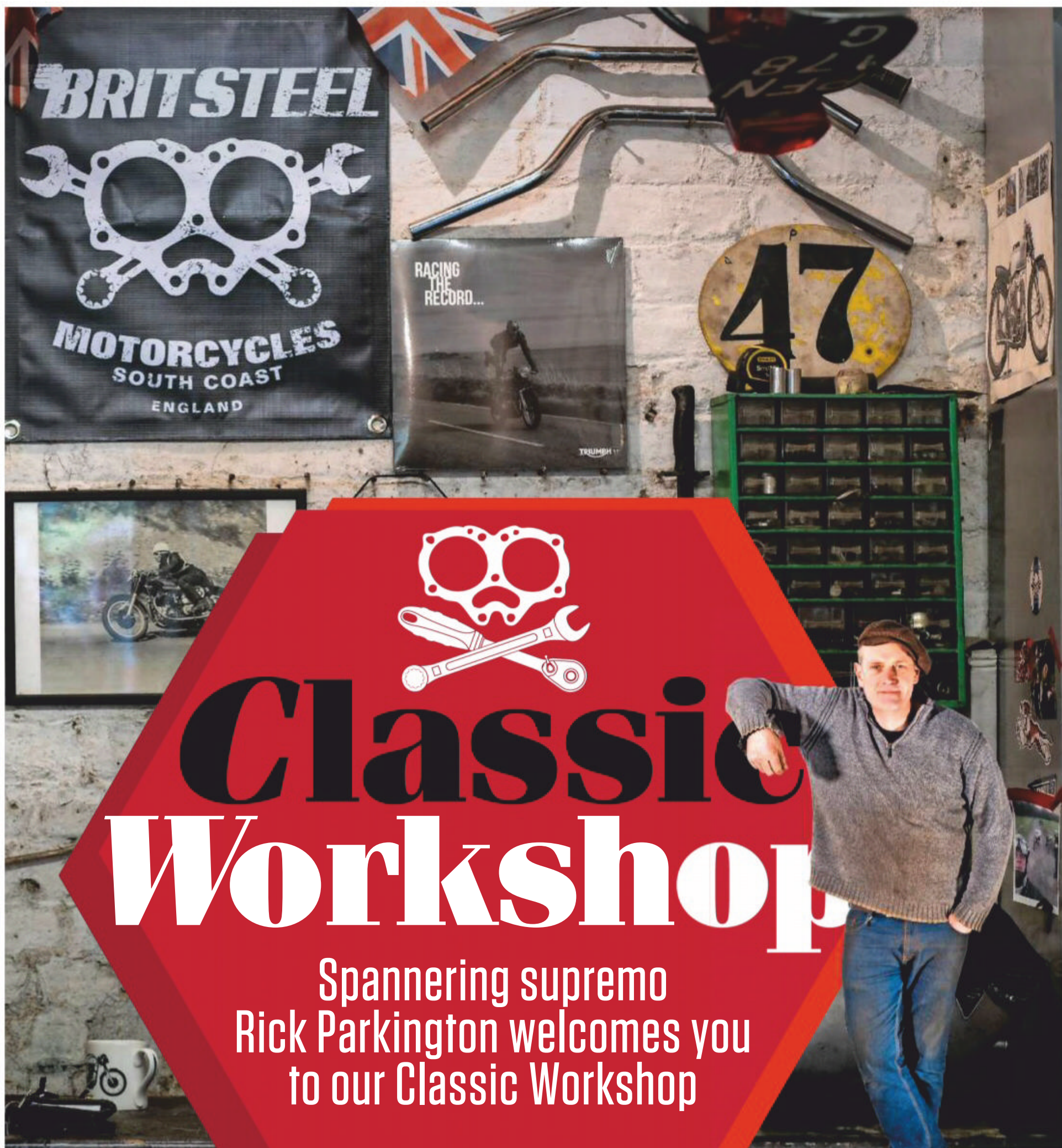
tel 00 44 151 647 2419

Birkenhead, England

**Made  
in England**

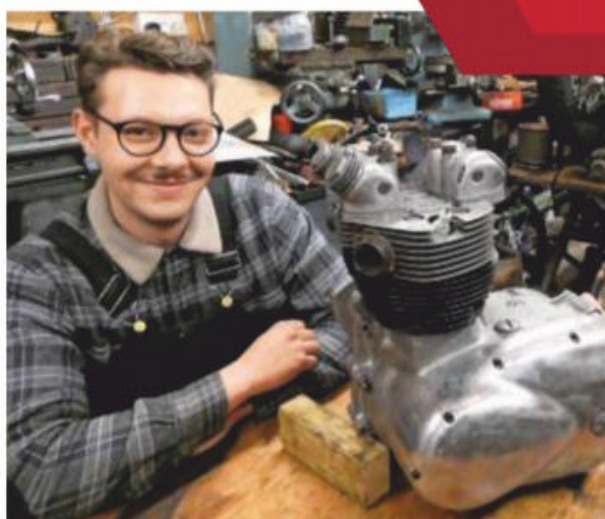
THE ONLY MOTORCYCLE HELMET MANUFACTURER IN ENGLAND





# Classic Workshop

Spannering supremo  
Rick Parkington welcomes you  
to our Classic Workshop



**90** PROJECT TRIUMPH Tiger 100SS taken on



**96** SPECIALIST Chris Fisher engineering



**104** OUR CLASSICS Triumph T140 fettling

[classicbike.workshop@bauermedia.co.uk](mailto:classicbike.workshop@bauermedia.co.uk)



# Rick's Fixes

Solving the problems of the classic world

Taste is personal. Helping someone achieve their dream is universal



## RICK'S PATCH

# Inspiring the next generation

This special 'Young Guns' issue of *CB* focuses on a subject close to Rick's heart

MOTORCYCLING MISSED a generation, thanks to overly restrictive legislation and maybe the 'born again' boom that made it all a bit middle-aged. But thankfully, as I hope this month's issue proves, bikes – and especially classics – are 'cool' again. So how can we help younger riders?

Prices are the big problem. With wallets bled dry by test fees, there's little chance of affording what you want – even in project or basket case form (my old low-cost option). Yes, there are 'affordable classics' – but all the young people I meet seem to want British twins, not utility lightweights. There's still loads of projects around whose owners have no time to build them. Youth at

**'ENCOURAGEMENT COSTS NOTHING. THESE GUYS ARE ON THEIR OWN JOURNEY'**



### WHO IS RICK?

Rick Parkington has been riding and fixing classic bikes for decades. He lives and fettles in a fully tooled up shed in his back garden.

least has time on its side – and I can testify that helping a young person get onto a classic bike is far more rewarding than counting your profits.

We can't all offer a beginner a bargain, but encouragement costs nothing. Accentuate the positive – don't rubbish their café racer dream because clip-ons give you backache; these guys are on their own journey and would rather hear 'how' than 'what' to do.

Take Will Coleman. He admits to having 'a chopper itch' and is currently operating on a Kawasaki Z440 whose seriously corroded back end justified surgery (see pic above). Choppers aren't my thing, but I ventured a few suggestions and loaned him my 1970s American chopper mags for inspiration.

Thing is, time teaches us skills and refines our tastes – but it's important to separate the two. If Will wants to build a chopper, I'd rather see if my experience can help him than start telling him: 'You don't want to do that...'

Think back for a minute – isn't that what we all wanted when we were young?

ILLUSTRATION: IAIN@1000WORDS.FI



## HOW TO

## STEP -BY- STEP

# Testing a rectifier

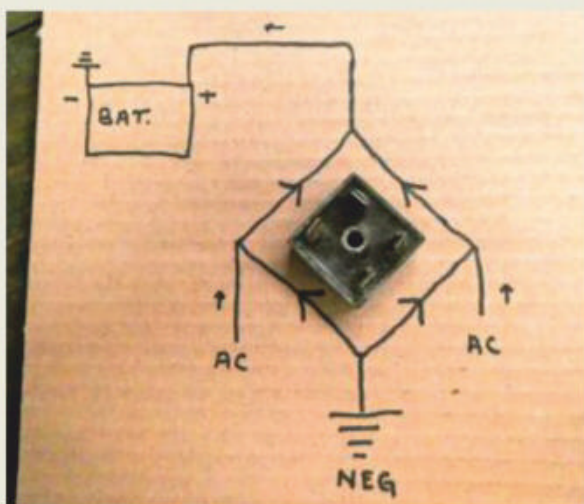
My Triumph never breaks down... except for last week. Changing the rectifier sorted the problem, but here's how I tested it to make sure it really was the problem...



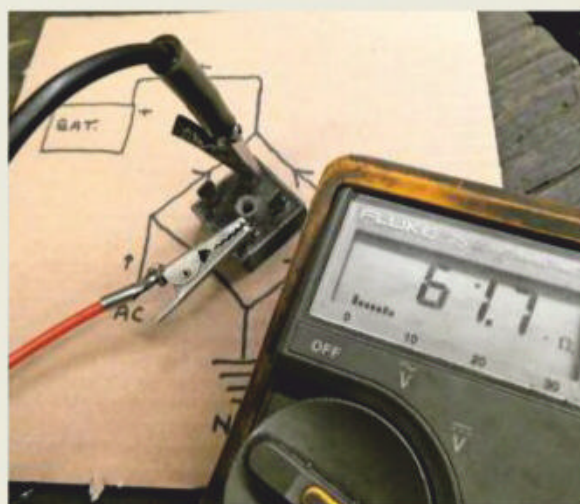
**1** With no battery, rectifier failure will stop my bike dead, so I carry a spare. Tapping a 1/4in BSF thread through the centre makes a neater fitting than a fiddly nut and bolt.



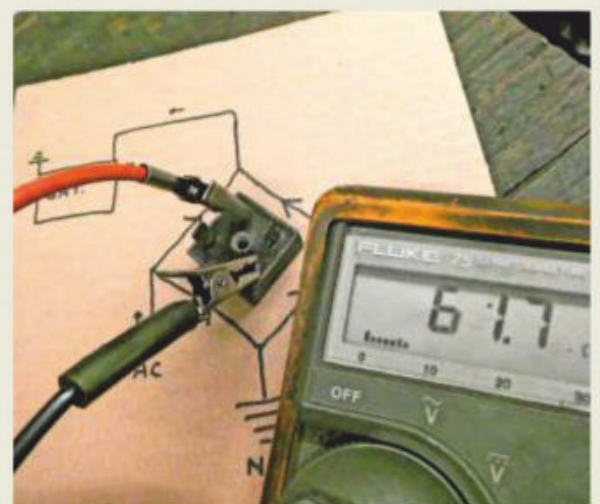
**2** The positive terminal isn't always marked – it's the spade at 90° to the rest. Sometimes there's a tiny pip or a bevelled corner on the casing.



**3** Arrows are 'diodes', one-way valves. If positive is 'North', alternator AC comes in E and W, following the arrows, it exits N to the battery. South (negative) is earth.



**4** Current travels + to –, the diodes will only allow current that way. With positive meter lead to the South terminal, current should flow to N. It does; that's good...



**5** ... ah, but that isn't! It can also flow backwards; diode failure allowed my alternator output to head straight to earth. Lucky I had that spare to get me home.

## THE BIG FIX

# Guiding it home

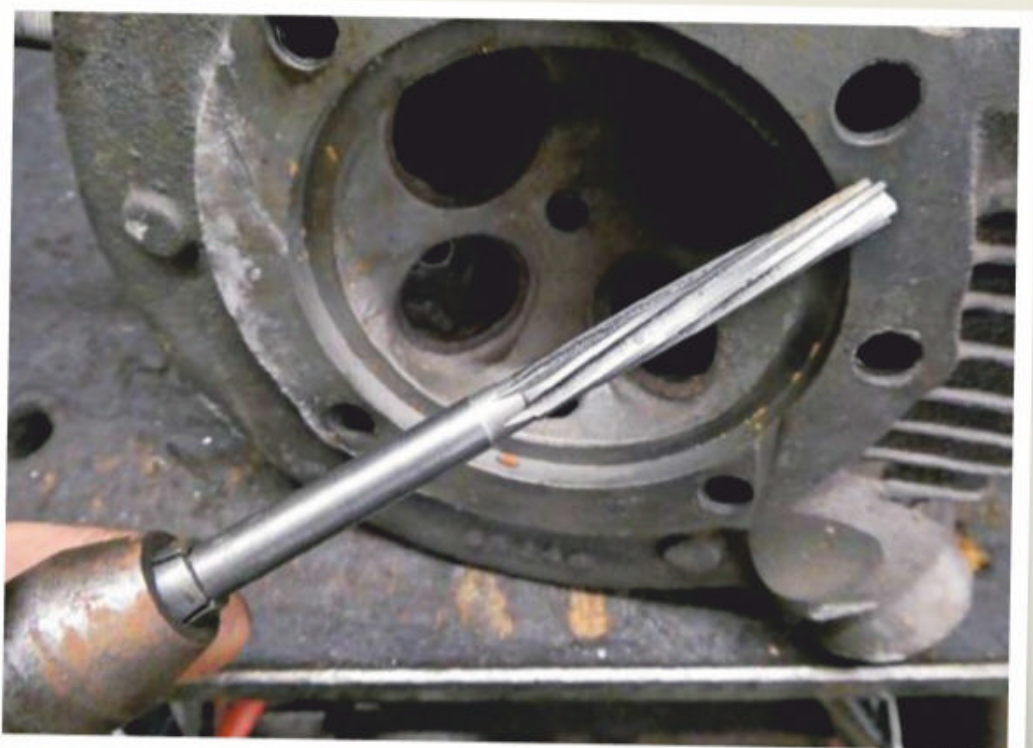
I do like an open-and-shut case. My mate Phil Clarke up in Scotland got in touch to say he'd put his rigid Ariel VG500 back on the road after a few years' break, but was having trouble with a valve nipping up in its guide when the engine got hot. "Do you remember I had trouble with that when I first built it, having fitted new valves and guides?" he said. "But I'm sure after that we reamed them out and cured the problem; so why do you think it's happening again?"

The clearance between a valve and its guide is automatically provided by the valve stem being ground a couple of thou undersize – so typically a 5/16in (0.312in) stem will measure 0.310in. The valve may be an easy fit in the guide in your hand, but the tight press-fit into the head is likely to shrink the bore in the middle, causing problems unless it is reamed to size after fitting. Even if the valve seems to fit OK on assembly, it's still worth reaming because it may tighten with engine heat – like Phil's. Because the clearance is on the stem, you just need a standard-size reamer.

Great, but if we did that, how come Phil's valve is too tight again? I could only think of one possibility.

"Did you put sealer in your tank?" I asked.

"Er, yes... why?"



Phil phoned a few days later to confirm my suspicion that the previously reliable sealer was now sticky as a result of ethanol attack. The sealant dissolved in the fuel can, then produce a similar sabotage effect to sugar in the tank, gumming up the valve in the heat. To make sure, Phil fitted an unsealed tank from another bike and it ran fine, the problem returning after refitting the old tank.

New valve guides should always be reamed after fitting



## RICK ANSWERS YOUR QUERIES

### Spring time

It's always a relief to discover that an email titled 'Pi\*\*ed off' isn't my fault... Regular patient Eddy Hamley had just spent a freezing afternoon trying unsuccessfully to replace his Triumph 3T kickstart spring. "I've done it easily before!" wailed Eddy, "But I just cannot get the gearbox cover on! What am I doing wrong?"

It's usually the later 3TA and derivatives that cause trouble. On these you have to wind the spring tight with the sharp end embedded in your finger until you can clip the retaining washer onto a shaft that coyly retreats from your desperate

approach. As a bonus, just when you think it's secure, the spring breaks free like a banshee and hacks a chunk out of your sore digit. But I've never heard of trouble from the meek, mild-mannered pre-unit 350.

Eddy said he'd positioned the clock-type spring correctly on the shaft, but couldn't get the cover the last ¼in. That's about the thickness of the spring, and I wondered if he hadn't wound up the coil to tension it. I have my own 3T gearbox, so I pulled it apart. The shaft needs to be turned one full rotation to achieve the correct tension – and, sure enough, if you don't do it, the coils don't fit the space provided. Hoping that's your answer, Eddy, 'cos I've put it all back together again now...

RIGHT: Stick to the middle, it's safer than being on the edge



**SEND YOUR PROBLEMS TO**  
classicbike.workshop@bauermedia.co.uk

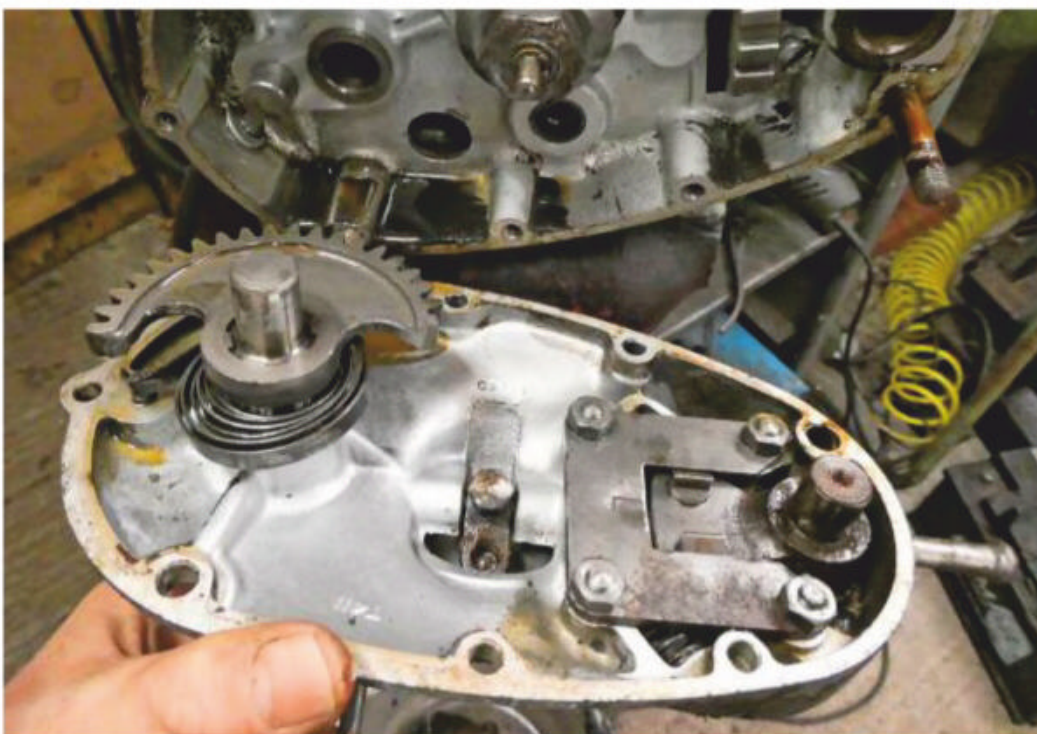
### EDGE YOUR BETS

Mr Greer in Northern Ireland writes to ask the offset figure from the face of the wheel hub to the rim edge to assemble a Triumph Trident conical-hub front wheel.

Usually a rim is central between the spoke flanges, but with half-width hubs like this, that may not apply. I managed to find a Trident to measure in my travels, but the problem is that rim widths vary; the wheel I measured was 26mm from a straight edge to the rim – but it was a flangeless alloy, so it may not be the same as a standard chromed rim.

It's better to measure to the centre of the rim – the middle of the tyre valve, for example; then the actual rim width is immaterial. This seemed to be 60mm and I would trust this over the other figure. Better still, if you have the bike, once laced up you can true the wheel using the fork as a building jig and get it dead centre.

LEFT: Spring is here for a Triumph gearbox



## RICK'S TOP TIPS

### AN IDLER NOTION

Made this pinion years ago to fit a (non-standard) distributor to a BSA twin with a suspect magneto. It's modified from a spare cam idler pinion with the correct number of teeth. It worked, too. Well, at least it proved that the magneto wasn't the problem...



### THIS MAKES ME GRIT MY TEETH

Gotta say I am not a big fan of grit blasting. It gets rid of rust quickly, but it can be brutal and leaves the metal so dry it rapidly rusts again unless you get some paint on immediately.





## FERRET'S CUSTOM ELECKTRICKERY

THE FINEST MOBILE WIRING SERVICE FOR ALL CLASSIC BIKES

YOUR CLASSIC OR CUSTOM MOTORCYCLE'S ELECTRICAL SYSTEM COMPLETELY OVERHAULED USING TOP QUALITY AUTHENTIC MATERIALS!!

A CUSTOM OR REPLICA WIRING LOOM DESIGNED, CONSTRUCTED AND FITTED. OLD WIRING REVITALISED, DAMAGED/BODGED WIRING REPAIRED. ALL COMPONENTS TESTED, SWITCHES, ETC, SERVICED!!

DEMONSTRATED IN OPERATION UPON COMPLETION!!

ALL CARRIED OUT IN THE CONVENIENCE OF YOUR OWN GARAGE OR LARGE SHED!!

**GREMLINS EVICTED!!** [www.motorcyclewiring.co.uk](http://www.motorcyclewiring.co.uk)

**07765 832420**

*A comprehensive range of sundry electrical components & accessories always carried in stock*

NATIONWIDE SERVICE OVER 25 YEARS EXPERIENCE. ALL WORK GUARANTEED

**"DO IT RIGHT - DO IT ONCE!"**



## MOTORCYCLE DENT REMOVAL

### Paintless Dent Removal Specialist



BEFORE



AFTER

- Any tank
- No cutting
- No filling

[www.motorcycledentremoval.co.uk](http://www.motorcycledentremoval.co.uk) 07968 360225

## MOTOR-CYCLE SEAT RENOVATING SERVICE

Suppliers of new seats for most British classic bikes

Loose covers & foams supplied.

*Please phone for details and price list*

**R. K. LEIGHTON**

Unit 2, Partridge Court, Price Street, Birmingham B4 6JZ. Tel: 0121 359 0514.

Email: [info@rk-leighton.co.uk](mailto:info@rk-leighton.co.uk) [www.rk-leighton.co.uk](http://www.rk-leighton.co.uk)

## TRIPLES WORKSHOP

*We've lived and breathed these beasts, since the Seventies.*

Order a fully restored H1 500 Triple o.t.r. for £9500



- Restoration work undertaken.
- Engine rebuilds.
- Paintwork to correct original finish.
- Speedo's restored.
- Stockist of Wossner performance pistons.
- We don't sell any other parts at all!

Call NEIL on 07785 115559 (T) West Yorkshire

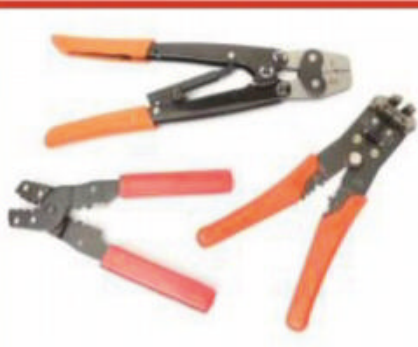
e-mail: [triplesworkshop@btinternet.com](mailto:triplesworkshop@btinternet.com)

Opening hours Mon-Sat 9am-6.30pm. CLOSED SUNDAYS

Callers by appointment only

## Vehicle Wiring Products

*We supply a comprehensive range of wiring products for repair, modification or complete rewire to your classic bike*



**FREE CATALOGUE**

Visit our website, phone or email for a free catalogue

[www.vehicleproducts.co.uk](http://www.vehicleproducts.co.uk)

Tel: 0115 9305454 ■ Email: [sales@vehicleproducts.co.uk](mailto:sales@vehicleproducts.co.uk)

Vehicle Wiring Products, 9 Buxton Court, Manners Ind.Est., Ilkeston, Derbyshire DE7 8EF

**Tel: 01675 462264**

**Why go to anyone else ?**

### Products

- Rims
- Spokes
- Nipples
- Tyres

### Services

- Wheel Building
- Shot Blasting
- Powder Coating

**Central Wheel Components**  
fax: 01675 466412



8 & 9 Station Road, Coleshill Birmingham, B46 1HT

email: [info@central-wheel.co.uk](mailto:info@central-wheel.co.uk)  
web: [www.central-wheel.co.uk](http://www.central-wheel.co.uk)



## RICK ANSWERS YOUR QUERIES

Don't waste your time making an Ariel fork puller, like Rick did...



### FORK TALK

Reassembling the forks on his 1948 Ariel NG, Maurice Sanders was puzzled to read in his Ariel manual: 'Before fitting the coil springs ensure that they are well packed with thick grease, otherwise there is a tendency for a dry spring to 'chatter' against the outer covers.'

"Is this necessary?" he asks. "And I hear on the Ariel Club Forum that the forks can be tricky to get back in place to fit the top nuts; any tips on doing this without despair?"

Well, I think the grease is just there to prevent noise echoing. I wouldn't expect the springs to touch the actual shrouds, although I've

seen flats worn on the coils from rubbing inside the chromed seal holders. This causes a sort of 'flat violin' note when pumping these and similar BSA forks or even shrouded rear shocks. I have seen greased springs, but the grease attracts road dust and grit, so I'd prefer to assemble dry and endure the noise – it's generally inaudible when riding anyway.

Shrouds and headlight brackets make forks difficult to fit because you can only push the bottom slider, which (unhelpfully) telescopes. BSA made a puller that screws into the fork top nut thread, allowing you to draw the fork leg up from the top yoke with a spanner. I thought I was clever making my own tool to fit an Ariel, but wasted my time. Ariels are one of few British bikes where you can remove the top yoke without disturbing the steering head bearings. Remove the yoke and headlight brackets, then you can pull the forks up into the lower yoke easily and reassemble.

### 'GREASED SPRINGS ATTRACT ROAD DUST AND GRIT'



Central oil feed means the nuts can go anywhere on 500cc Triumphs

### TWISTED NUTS

Dave White's fed up with hearing that his 1972 Triumph Daytona rocker boxes are on the wrong way round. "I've had the bike 15 years and whenever I strip the top end, I put the rocker boxes on the way that I first found them – with the domed nuts on the left. I know other bikes have them on the right, but put my mind at rest, Rick – does it matter?"

I don't think so, Dave. On most Triumphs these nuts secure the rocker oil-feed banjos and, coming from the oil tank, the pipe is fitted on the left of the bike. But on unit

500/350cc models, the supply goes through banjos in the middle of the box, feeding the rockers from the spindle centres, so the domed nuts can go anywhere – I've even seen two inlet (or exhaust) boxes fitted, with the nuts on opposite sides.

From new, the domed nuts were on the right to match the other models – and maybe the only reason for keeping it that way is that it gives a default to remind you which box was fitted where. It's not critical, but it is good practice to put them back where they came from. For that reason, Dave, if yours have been that way a long time, I would leave it that way.



Free tools that have found a use and a new home in Rick's workshop

### RICK'S FINAL WORD

## These toolish things

We started fitting the new Renovation Spares mudguards to Lewis's Excelsior this month, but we also needed to address a problem I had noticed – the front forks were solid. Often caused by the front axle squeezing the fork bottoms out of parallel, removing the wheel didn't help so we took off the forks again.

Initially it looked like it was just that Lew had been a bit over-zealous with the paint, making the sliding tubes tight in the bushes. Wire-wheeling away the paint freed one side, but not the other – and closer inspection revealed a tiny dent in the outer tube that was obstructing passage of the fixed bush on the sliding tube. This was a bit tricky, as it was about six inches up the inside. I tried putting a round steel bar in the vice and using it as an anvil by sliding the tube over the top and hitting the outside of the dent with a flat hammer. That dealt with the dent and reduced the problem, but the fork was still notchy. We won't find new tubes, so now what?

Luckily, I was recently given an old flexible drive and with a Dremel grinding tool in the socket we were able to get far enough up inside to smooth the problem area and get it working properly. Phew!

And speaking of free tools, I was delighted to receive these BSA spanners (above) in a parcel from Mr Talbot of Leigh in Lancashire. He said he was 'loath to throw them in the scrap'. I'm very pleased he didn't – they are destined for a home in my 1928 Beeza's tool box. Thanks very much!



**TRICOR ANDY**

**Triumph Twin Specialists!**

TEL- 01432 820752  
 FAX- 01432 851934  
[www.Tricor-Andy.com](http://www.Tricor-Andy.com)  
 Andrewsgregory65@gmail.com  
 Po Box 338 HR1 9LU

**ebay Shop**  
 Tricor-Andy

-Mail Order Only - No Shop Counter

**RJM** PAY AS YOU GO  
 RESTORATION AND  
 REPAIR CENTRE



01462 835970 RJMCLASSIC.COM

**Tracy Tools Ltd**

We ship anywhere in the world [www.tracytools.com](http://www.tracytools.com)

**THREADING SPECIALIST**

- Taps and Dies
- Special Threads
- Centre Drills
- Clearance Bargains
- Diestocks
- Drill sets (HSS) boxed
- Drills
- Drills set (loose) HS
- Endmills
- Lathe Tooling
- Reamers
- Slot Drills
- Tailstock Die Holder
- Tap Wrenches
- Thread Chasers




Tel: 01803 328 603  
 Fax: 01803 328 157  
 Email: [info@tracytools.com](mailto:info@tracytools.com)  
[www.tracytools.com](http://www.tracytools.com)

**Tracy Tools Ltd**  
 Tap & Die Specialist, Engineer Tool Supplies

# We know tyres!

Vintage Tyres stocks new tyres for bikes built from the 1890s to the 1990s. That's everything from beaded edge to radials, as well as race and off-road tyres. We also stock all those hard-to-find inner tubes and rimbands. Not sure what you need? Just ask one of our experts. We've been in business since 1962 - we know tyres!



Branches at Beaulieu and Bicester Heritage

**VINTAGE TYRES**

FOR CARS AND BIKES FROM THE 1890s TO THE 1990s

01590 612261

[sales@vintagetyres.com](mailto:sales@vintagetyres.com)

[www.vintagetyres.com](http://www.vintagetyres.com)



THE BUNLOR.COM



# Project **TIGER** **100SS**

The first step on another  
classic journey...

Will (left) takes delivery of  
the Triumph Tiger 100SS  
from the redoubtable Ferret





# Grand aspirations

**Lewis Perry's Excelsior project takes a back seat in the *CB* Workshop this month as Rick helps mate Will Coleman to buy his dream bike for £1000. Here's how they began the process of restoring this Tiger to its natural habitat**

WORDS & PHOTOGRAPHY: RICK PARKINGTON

**M**oney's the problem; old bikes are just too expensive for young people. Back in 1981, I was 17 and had £250 to spend; that bought me my first Triumph, a non-standard '61 5TA in bits.

'Mars bar economics' suggests about 400% inflation since 1980 – but when did you last see a realistic 500cc Triumph project for a grand? Me neither, until now...

"Hi Rick! Ferret here," ricocheted the voice from the phone. "Guess what? I just bought another 1929 New Hudson! But I had to take a D1 Bantam, '57 Ajay 350 and a Tiger 100SS as well – they're all as rough as badgers' arses, but if you know anyone, £2500 the lot or will split!"

I instantly thought of my 24 year-old pal, Will. He's always liked Triumphs, but wasn't sure they were really for him – until he borrowed my '68 Trophy for the 2018 West Kent Run. He loved it, but couldn't afford one; maybe this was the answer. After discussion with his dad and brother, he came back to say they'd buy all three! "You do realise,"

he wryly observed, "you've now corrupted nearly my whole family!"

Always overshadowed by the 650s, Triumph's unit construction 500 has a lot going for it. Light, revvy and smooth, a well sorted 500 is great to ride and easy to live with. The problem is the bottom end – lack of oil changes or poor machining of a replacement bearing can lead to big-end failure. I rebuilt

## **'ON STARTING THE STRIP, WE FOUND NO SEIZURE'**

my 5TA three times before finding someone who machined the bush correctly in line with the other main bearing; if the crank tightens up when the cases are bolted up, it's wrong and all you can do is buy another bush and take it somewhere else. Nowadays I do it myself.

Will's 1962 Tiger 100SS last saw daylight sometime in the '80s.


Ferret warned it was 'seized, sort of' – the engine moved but locked when turned either way. But when we started the strip, we found no seizure – just a corroded valve stopping the piston. Better still, I doubt the engine's done 10,000 miles since a full rebuild. All it needed was a freshen up, new rings, gaskets, seals and bearings, plus a grind to remove slight wear on the main crank journal.

We're not looking for show finish – and I hate blasting abrasives into engines, so Will scrubbed the crustiness off the cases using wire wool and brass 'suede brushes' in my parts washer. After a degrease/paint strip in my caustic soda tub, the iron barrel got a few coats of 'barbecue' satin black spray paint.

I took Will to Rockerbox (01252 722973) to buy the parts because I trust what they sell and knew he'd appreciate the old-school shop as much as I do.

Pete Scopes at Brit Steel Classics in Dover (07707 845820, see page 36) offered to come and help Will put his engine back together. I'm always up for seeing how someone else tackles a rebuild; you can always learn something – and sure enough, when I was stumped by why the gears wouldn't select, Pete had the answer. The selector forks look similar but are actually handed and Pete spotted that they were misplaced. As a brand new camplate is fitted, we think the last owner replaced it to cure selection problems but muddled the forks on reassembly, making it worse. So that's why he stopped riding it. He'll be kicking himself if he reads this!

Will's delighted: "I knew how an engine works, but I'd never had one apart. I will feel much more confident riding the Triumph now I know it inside-out, and I really appreciate everyone's help!"

I'd say this is what it's all about – a bit of community effort to help out the next generation... 

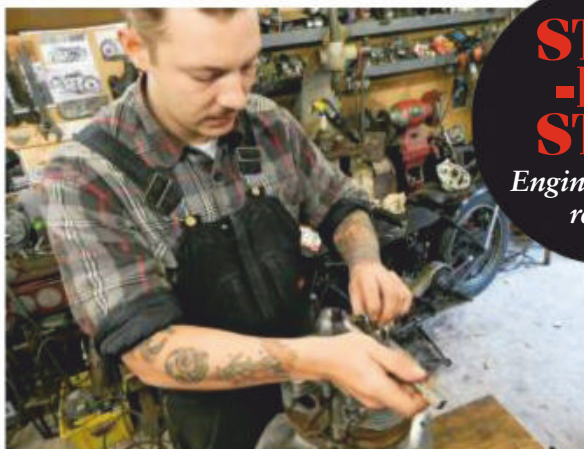
## **GRINDING CRANKS WITH PLAIN BUSH BEARINGS**



Unit 500/350cc Triumphs (and all BSA twins) have a plain-bush right-side main bearing. These were sold in ten thou undersizes. Already at maximum -30, I suspect the last owner decided to refit it rather than find another crank. Since then, more sizes (up to -80) have become available, but you don't need to go down a full size. It's better to have the crank ground just enough to take off the wear, and machine the bush to suit, giving 'half sizes' that extend the crank's life. Modus Engineering in Crowborough, Sussex (01892 863600) restored Will's crank by removing just four thou.

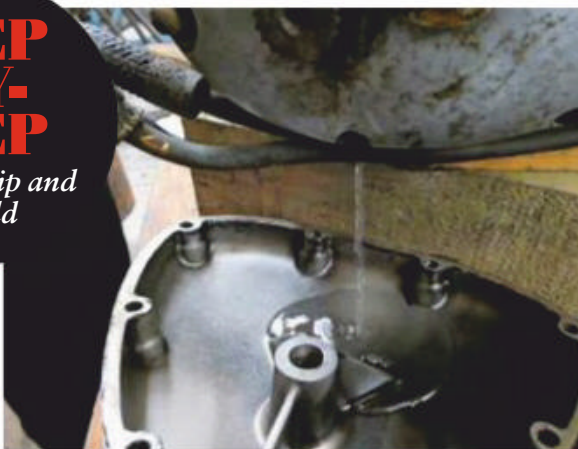


# PROJECT TIGER 100SS



## STEP-BY-STEP

Engine strip and rebuild



**1** On removing the head, Will found that the 'seizure' was simply one of the exhaust valves stuck open, otherwise the engine turned over smoothly. He's got a good buy!

**2** Bore, pistons and big-ends were good... sure, there was water in the gearbox, but that's not unusual on 500s – it runs down the clutch cable if the grommet is missing.



**3** A handy feature of these engines is a 'cartridge' gearbox that comes out in one piece without disturbing the gears – but little did we know all was not well here...



**4** If an oil change ever reveals shiny flakes in the sump filter; stop riding – the big ends are breaking up and ready to seize. But there were no such problems here.



**5** With the crankshaft out, the 'sludge trap' filter needs to be cleaned. Plug threads may be 'caulked' (threads locked by dot punch). Drill the burring away before removal.



**6** It's worth doing. Sludge comes from dirty oil; 1000-mile changes prevent this kind of build-up. There's slight wear on the main journal but otherwise it's in fine shape.



## 8

Pete from Brit Steel Classics guided Will through the rebuild. Modus Engineering made a superb job of grinding the crank. And Will? Well, he supplied the Jaffa Cakes.



**7** Rockerbox in Farnham had all the parts we needed. They're engine builders, too, and only stock quality. Partsman Darrell clearly hated taking Will's hard-earned cash!

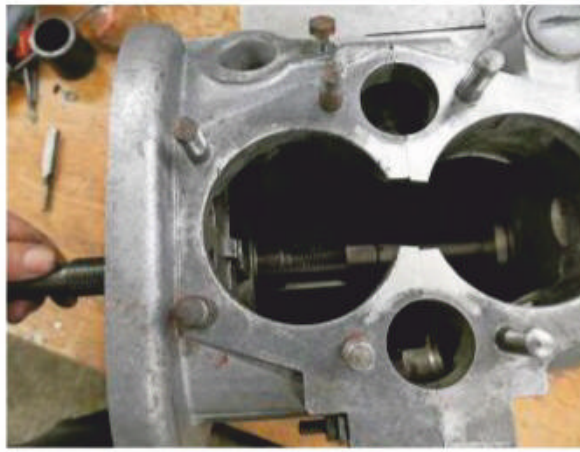


**9** Pete and Will fitted new big-end shells and rebuilt the sludge trap as I bored the new bush to within reaming range of the crank diameter and fitted it to the crankcase.

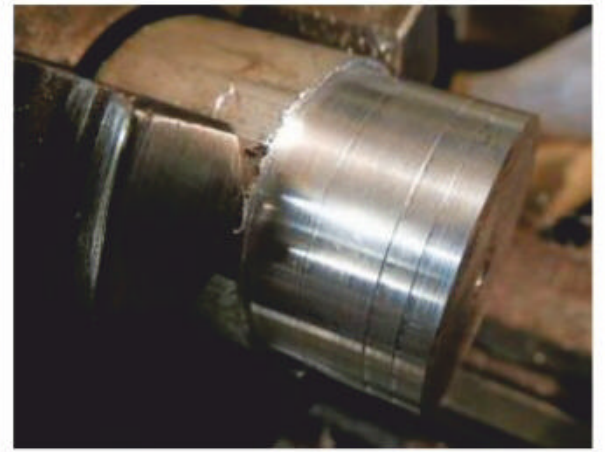




**10** Grease keeps swarf from oilways; it's washed out later. This reaming requires minute cuts and constant swarf clearing to avoid the blades digging in.



**11** Extension pilot aligns the reamer through the opposite bearing – but the pilot's too big to fit, so I turned a larger-bore 'dummy bearing' from aluminium.



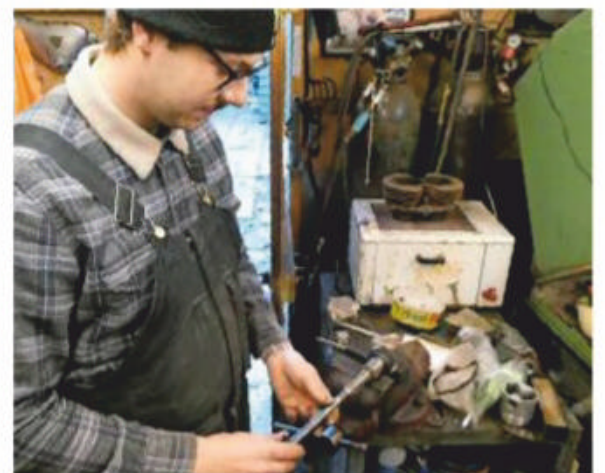
**12** I also made a 'go/not go' gauge to check progress. Measured steps represent small increases in diameter – when the largest fits the bush, it's spot on.



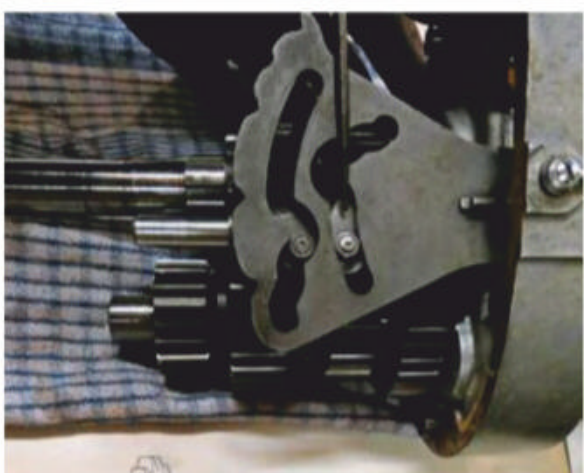
**13** Over to the boys to assemble the crankcases; I was pleased – and relieved – at how smoothly the crank turned between my reamed bush and the new ballrace.



**14** Only the unit 350/500 engines allow you to fit the cams after the crankcases are joined – but don't forget to fit the engine breather disc/spring first.



**15** The high gear bush extension had a wear groove from contact with the primary case oil seal; we pressed in a replacement which Will reamed to size.



**16** Assembled, we couldn't engage the gears properly. Pete noticed the selectors were reversed; 'spot the difference'? There's an extra bit on one fork.



**17** I gave Will an indicator-type oil pressure release valve, worthwhile on these engines; low pressure means bottom-end trouble on the way.



**18** While Pete fitted the timing gears, I showed Will how to grind valves. He said: "Great; feels like I'm finally fixing the bit that stopped the engine working!"





**19** Worth checking each piston ring's clearance with a feeler gauge; you want around four thou per inch of cylinder bore to avoid possible seizure.



**20** Piston ring clamps keep the rings safely compressed while the barrel is lowered in place – but it's still ideally a two man job. Use plenty of oil.



**21** Pete showed Will how to fit the valve springs – a dab of grease on the valve collets keeps the first in place while you fit the second.



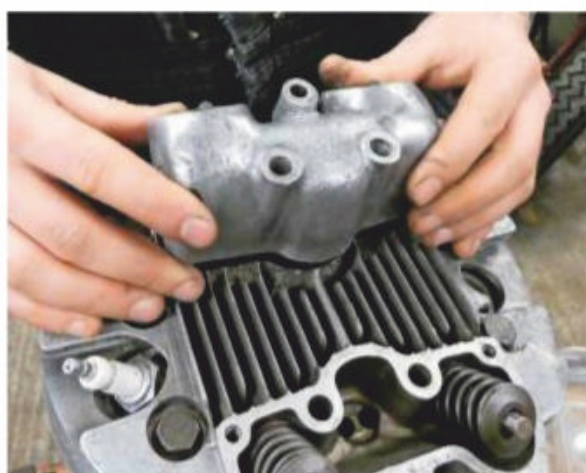
**22** We're fitting later-type pushrod tubes – they seal better. But you need to fit later tappet blocks or make seal-seating washers.



**23** Paper rocker gaskets squeeze out – but using just 'instant gasket' can cause rocker/valve collar contact. See the shiny witness mark?



**24** Pete finds that wire-reinforced gaskets shed strands into the oil, so he rates these copper gaskets (with RTV). But anneal and deburr them first...



**25** Turn crank to level the pushrods and lower the box, lifting the rockers with the thumbs so you can feel them engaging with the pushrod ends.



## NEXT MONTH

*We'll be back on Lewis' Excelsior; we've got mudguards to fit and it's about time to see if we can get it running! See you then...*



**26** Will's smile says it all. I loved my first Triumph – they're great, and thanks to Pete and Ferret I reckon Will's got a bright future ahead!





**Moving Motorcycles**  
UK & European  
Motorcycle Transport

*Our pride, your joy* **01933 448 555**

[movingmotorcycles.co.uk](http://movingmotorcycles.co.uk)  

★ **Electric Starter Kit** ★  
Norton Commando 750 & 850 MK II

*"La Jambé électrique"*



Some things in life are worth the wait. Over forty years after the first Commando appeared, the Alton EKit electric start conversion finally brings it to life at the touch of a button... the one Norton put there in 1969. On sale only through our authorised distributors. Contact us for list.

**+33 965 373 852**  
★ English spoken ★



[www.allon-france.com](http://www.allon-france.com)

Except MK3 and 750 Feedback with distributor



**Bumpstop®**  
motorcycle holding

Suitable for:  
vintage/classic/modern motorcycles

Used by:  
Police, Suzuki GB, Condor Ferries etc

Ideal for: van, trailer, workshop, transportation,  
and security\* (\*Thatcham approved version)

**www.bumpstop.co.uk**  
tel: 01604 845050 sales@bumpstop.co.uk




**DAVE COOPER**  
BIKE RACKS

**DAVE COOPER TRAILERS**

(CB), Unit 7, Pettings Court Farm, Hodsoll St, Wrotham, Kent, TN15 7LH  
Tel/Fax: 01732-820082 Mobile: 078607 02112

**CLIP-ON ADJUSTABLE BIKE RACKS: £69.50 INC P&P**  
JUNIOR RACKS 50cc-80cc  
SENIOR RACKS 100cc-600cc  
Fits any vehicle with British Standard Towbar and you can still tow with the rack in use. Made from 4mm British Steel tubing. Finished in protective enamel, light boards, tie down straps and double racks also available.

**TRAILERS**  
SINGLE BIKE – £289 DOUBLE BIKE – £349  
TREBLE BIKE – £379 SIDECAR – £365  
(All prices inc VAT). Delivery service available. Spare Wheel £28.50 extra  
Trailers come complete with independent suspension, clip-on loading ramp, tie down loops, wheel support clamps, security locking facility, removable light board and six enamel colours. "New" wall mounting brackets – to hang trailer on your garage wall £15.00 pair.  
Prices include light board and ramp.

Email: [info@davecooper.co.uk](mailto:info@davecooper.co.uk) [www.davecooper.co.uk](http://www.davecooper.co.uk)

**www.rexs-speedshop.com**  
For orders & technical support  
Vast range of electrical parts in stock




Lucas Alternators  
• 6 & 12 volt

Lucas Magnetos  
• Repairs & new parts

Lucas Dynamos  
• Repair kits & rebuilds

**Rex's Speed Shop - The Biker's Spark!**



AGM Batteries  
• 6 & 12 volt options

Lucas Rita  
• Parts & upgrades

**Rewinds  
Repairs  
Remanufacturing**





Tel: +44 (0) 1580 880 768

**VENHILL**  **1970  
2020**

**CELEBRATING 50 YEARS OF QUALITY CONTROLS**



**CONTROL,  
CABLE AND  
HYDRAULIC  
SPECIALISTS**  
FOR ALL YOUR  
MOTORCYCLE NEEDS

SEARCH OUR PRODUCT LINES AT [venhill.co.uk](http://venhill.co.uk)



## THE SPECIALIST

× QUALITY PRODUCTS ×

# Working from home

**Chris Fisher loves vintage motorcycles. Working on them pays for his collecting habit – and his house is full of them. His engineering ability and a technical understanding way beyond his years means there's a waiting list for his services**

WORDS: GARY PINCHIN PHOTOGRAPHY: GARY MARGERUM

**W**hen you knock on someone's front door and he can't even prise it open because there's a flat-tank AJS right parked behind it in the hallway, it's obvious you're at the home of an obsessive.

We're at Chris Fisher's place to talk about his love of old bikes. Chris is just 27, but has already carved himself a name among the vintage motorcycle cognoscenti for two reasons. Firstly, for his brilliant engineering skills, which he employs in making new parts to keep 1920s/'30s machines running. And secondly for his in-depth understanding of how to rebuild engines, gearboxes and clutches for these old bikes to the highest standard.

When we finally gain entry to the lounge, we're met with some rather unorthodox 'ornaments'. The room is more like a garage – there's a 1915 293cc Allon (built by Alldays and Onions Motorcycles) that's been in the family since new, and a 1927 Cotton 350cc by the fireplace, with a Douglas and a Sunbeam parked under the front window. Boxes upon boxes of spares make it very difficult to actually sit on the sofa. In the dining room are his own Rex Acme and an AJS 1927 Big Port, along with a rare 1926 Parallel Model 8 Sunbeam that belongs to a customer.

Chris is beside himself: "I'm really, really sorry about the mess," he apologises. "It's hardly the image of someone who does precision engineering work, is it? I've got a prefab workshop ready to build across the back garden... at least I've dug the footings. We even had to take the door of the

garage off to get the mini-digger through. But thanks to the miserable weather this winter I've had no time to do it, so everything has been dumped in the house."

It's partly our fault for dumping this visit on Chris. It's been arranged at short notice because we've been so taken with what we've heard about the specialist work he does on vintage bikes. It's work that puts him right up there with the vastly experienced old hands in the vintage scene. The poor bloke hasn't had time to think about tidying up.

Chris has been surrounded by vintage bikes all his life. His great grandfather owned a Douglas (which Chris still has) and his dad rides one, too. But the difference is, Chris' entire life revolves around them. "My dad has a couple of vintage bikes, but he's more into his classics. He loves Bantams and has about 15 of the bloody things. But I must admit, I do also like them..."

"I'm 27 now, but this all started for me when I was 14," he continues. "A friend of the family called John gave me a Model X34-0 BSA as a box of bits. It's a 1934 150cc bike and he said something like: 'If you can restore this, you can keep it'. So I did! Then, when I'd finished it, I went back to him and asked him if he'd mind me selling it to fund buying a Sunbeam. He told me to go ahead and do it. And that's what I continue to do – buy projects, do them up and sell them. I'm not into shiny restorations."

Although Chris does carry out work on bikes for other vintage enthusiasts, it's not his day job. "I'm a CNC machinist,"



Machining components like this for vintage bikes is Chris' forté



Chris is a Douglas man. He loves the quality, performance and handling





Chris in his garage, which houses his engineering machinery and several bikes, including his 1928 AJS K7



he states. “At school I wanted to do law. Then I realised I didn’t want to go to university, partly because of family circumstances at the time but also because of the debt going to university would involve. I liked the idea of being out in the workplace, ‘learning and earning’. I thought: ‘Get out, get a job and get on with life!’ I chose engineering.

“I did an apprenticeship of sorts at South Cerney Engineering. They do classic and vintage car work. I left there and ended up at Fiennes Restoration, a pre-war Rolls-Royce and Bentley specialist firm; I had a go on their CNC machines. They work on things like the 7.6-litre Phantoms and produce things like brand new heads and cylinders.

“Now, though, I work for a company called Metalite in Swindon, who make tooling for injection moulding. We work in microns; accuracy is paramount. The boss there is really good to me and lets me use the machines at weekends, so what I can’t do in my own shed I can do on their machinery.”

“I’m lucky enough to earn something doing vintage bike stuff to pay for my hobby. I’ve always wanted to keep this as a hobby, so I’ll never taken on complete bike builds or restorations, except for myself. I’ll do engines, gearboxes and clutches for other people, but at the moment I have to tell people there is a waiting list – I’ve got that much on.”

His garage is rammed with more bikes, which all share space with a Bridgeport mill, lathe and surface grinder – and plenty of specialist tools. Chris sits on one of his bikes – and his comments are revealing: “It’s a 1928 AJS K7. I’ve not owned it long – just two months, actually. It’s period-correct but not matching numbers, although that’s not something that bothers me. The bike is still the bike, so it doesn’t matter. In 1927 AJS entered the TT with their first cammy engine; for 1928 they went back with their overhead cam and built

## ‘LUCKILY, MY VINTAGE BIKE WORK PAYS FOR MY HOBBY’

an overhead-cam proddie racer too – this is one of them. It’s the only overhead-cam flat-tanker they did. In 1929 they went to a bulbous saddle tank design. I think there was only 20 of this K7 model in the world... but don’t quote me. It’s rated at 2¾ horsepower, with a power output of 15bhp. It’s got a top speed of 70-75mph. The bike is as I bought it, but it’s got a gearbox problem and jumps out of second gear. There are some new wheel bearings on the way for it, too.”

So has Chris inherited all the machines and tools in the garage? “No, I bought all of my machines from a chap near Wantage. They’re all very similar to those I used during my apprenticeship.” He has some work lined up on the Bridgeport during our visit: “I made some of these mainshafts [for Sunbeam crankshaft assemblies] on the CNC at work but now need to mill the keyway.”

We also spot a new replacement wheel spindle that Chris has produced. “Set up correctly, a cup-and-cone wheel spindle can last a lifetime – but the set-up is the key,” he says. “With the ones I make, the bearings are sealed to keep the grease in. Originality is one thing, but making the bike useable is what it’s all about for me. Thing is, if you try to fit new balls to the old spindle with damaged bearing faces, it’s never going to run well. My spindles allow the wheel to spin freely, so they are more efficient than the worn old spindles. I reverse-engineered this new one – I took measurements off the old spindle, then created a new one using 15mm bearings. Where are you going to find new Imperial bearings? You can find metric bearings anywhere.

“I’ve welded crankcases and re-machined them. I’ve machined cases from solid billet, too – there’s a lot of swarf, ▶



ABOVE:Chris produces his own wheel spindles with sealed bearings (top) to replace the cup-and-cone vintage originals



RIGHT: Doesn't everyone have a Douglas in the boudoir?

BELOW: The standard of Chris' engineering work speaks for itself



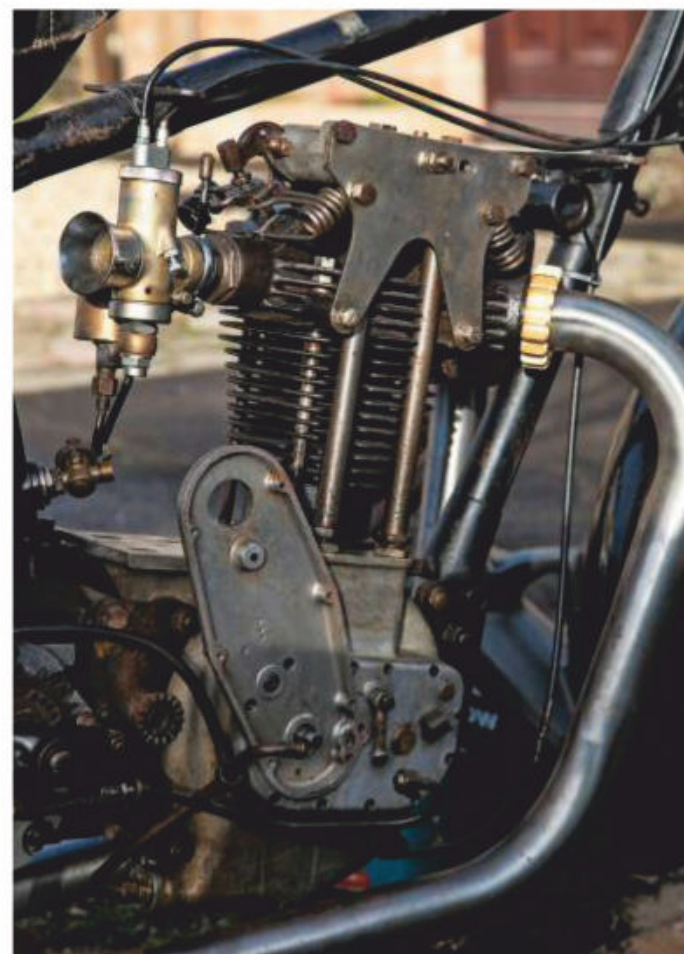




BELOW: Sunbeam is another of his preferred marques, with club membership on the 'to do' list



RIGHT: One of the work-in-progress engines at Chris' place during our visit to his house



ABOVE: Chris has a Bridgeport mill, lathe and surface grinder to play with in his garage, where he can machine parts made in the CNC machine at work





but it's a far easier and more cost-effective way of creating a crankcase than having a casting specially made. I was quoted £250 for a casting, but £2500 for the pattern. It costs £250 for the lump of metal to put in a CNC, but of course you still have the costs of the machining itself to take into account. It's probably two days to machine a set of cases, so it's difficult to put a price on that."

His customers, he says, tend to be the kind of elder gentleman you would expect to own vintage iron – but that's not always the case. "I think I've one guy in his early forties, but otherwise that's it. However, my dad does bits and pieces for other people and he's got some young lads with Bantams that he helps out. It would be great to get more younger people into vintage bikes, though."

There's a Scott propping the garage door open and Chris gives us a little history lesson: "The original works 600 finished third in the 1928 TT. This is the 1929 Scott TT Replica – a 600cc liquid-cooled two-stroke. I've owned it for five years. It needed an engine rebuild when I bought it. I've done a couple for customers, too – they are very simple engines, but they're time-consuming because they take so much setting up. Scotts are so fussy, but they're brilliant when you have them set up right. There were only 250 Replicas made and they produced 16bhp as they came out of the factory. Mine produces 40bhp, so it's a rapid bit of kit. Very few of my bikes are standard, as they would have come out of the factory. This one needs a gearbox putting back in it. And it needs a new magneto. I bought it because my other Scott needed the correct engine. I'll sell this one at some stage."

The question is, though, why the passion for owning, riding and fettling vintage bikes – especially as there's a modern Triumph here, among a gaggle of bikes of that are

almost 100 years old? He replies: "I've got one modern bike, this Triumph Tiger. It's a fantastic bike. Much as I love vintage motorcycles, I do like to get out on this and ride it with purpose – especially if I'm riding with friends. But vintage bikes, to me, are proper motorcycles. They are light, nimble and go well for what they are – especially when you remember that in the 1920s they had just shrugged off the bicycle. These bikes have no pedals and tend to have overhead-valve engines; it's like they're the first fully-developed motorcycles – and they look fast standing still!"

"They are brilliant to ride. Take my Douglas for example. I've got the footpegs on the floor all the time when I ride it. The one in the hallway with no engine – it needs a rebuild – is a 1928 SW5, and was my great grandad's. He bought it in the early 1950s. He was actually a Douglas-sponsored rider – not a full works rider, but one of the privateers that they helped in reliability trials."

"Vintage bikes can be a pain, of course they can – but it all depends on what you ride and where you ride. If I intend to ride in Scotland on the fast, open roads there, then I take my Douglas. If it's a slower run, I'll take my overhead-cam AJS. You pick the appropriate bike. People who organise runs tend to pick the right roads anyway. But I also tend to ride a fair bit on my own locally or with friends, so I ride whatever that suits. I do Sunbeam-registered rides, too – I'm not a member of the club yet, but I intend to join. I just love the sort of events they organise where it's all pre-war bikes."

Another one of the bikes living in Chris' workshop during our visit is a 500cc Sunbeam 1931 Model 9. "It's just a good old Model 9," he says. "The Model 9 is a very popular bike within the Sunbeam club. They never made any bikes in massive numbers. Where BSA were making thousands

ABOVE, CLOCKWISE FROM TOP LEFT: Old special tools and the modern means to get engineering calculations just right. Doesn't everyone have a Douglas and a Sunbeam parked under the window in their front room? Chris is a dab hand with the Bridgeport. Mainshaft made by Chris on a CNC machine – the next step is to mill the keyway

## **'MAKING THE BIKE USEABLE IS WHAT IT'S ALL ABOUT'**





**Huge range of parts  
for classic TRIUMPH  
twins & triples**

- |   |  |
|---|--|
| HYDRAULIC CLUTCH<br>CONVERSION KITS               | OIL PIPE/<br>TAB WASHER &<br>OIL SEAL SETS |
| TRIDENT & ROCKET 3<br>ANTI-DRAIN VALVES           | TRI-SPARK<br>IGNITION SYSTEMS              |
| 7 PLATE CLUTCH<br>CONVERSIONS                     | TRIPLE TOP END<br>REBUILD KITS             |
| STARTER MOTORS<br>(TWINS & TRIPLES)               | LIFTING HANDLES<br>T120/T150/T160          |
| TRIPLE SUMP PLATES<br>WITH MAGNETIC<br>DRAIN PLUG | ELECTRIC START<br>ASSEMBLY T140ES          |

**MUDGUARDS & SILENCERS 20% OFF!**

**Next day dispatch worldwide**

**Visit: [www.triumph-spares.co.uk](http://www.triumph-spares.co.uk)**

LP Williams, Unit 3 South Barn,  
Low West End, Cloughton, Lancaster, LA2 9JX

E: [sales@triumph-spares.co.uk](mailto:sales@triumph-spares.co.uk)

**01524 770956**

\*Special offer, limited period only.

051-MAG

Devon Rim Company  
**MADE IN ENGLAND**

Rolling **25** Yrs Tru  
01769-581700

**Wheel Rims  
& Spokes**

**100%**

**Made In England**

**Wheel Rims with a "TRU" DUNLOP profile**



**Go On!!!  
Treat yourself**

Mirror Finish Chrome Effect 304-2b

**Stainless Steel**

**£145.00**

Also available in

**British Chrome**

Triple Plated Copper, Nickel, Chrome

**MIRA** 100,000 Mile tested  
The Motor Industry Research Association

**Premium Quality is our Standard**

Devon made **Valtru**  
Trade Finish Stainless Rims

**£75.00**

Stainless Rim & Spoke Kits

**£135.00**



**Valtru**

e-mail for a **FREE** Brochure - [sales@devonrimcompany.com](mailto:sales@devonrimcompany.com)

**Keeping it simple! - Online Ordering with 4 clicks!**



Click 1

Select your style of Motor!  
British - Jap - Harley - Modern



Click 2

Choose your make  
from the  
Tank logos



Click 3  
Find your  
Hub from  
the images  
supplied

Click 4

Pick your Rim  
Size by Material and  
Spoke Sets to suit -  
Add to Basket enter  
your code & Checkout

**FREE Online  
Delivery**

1000s of Rims &  
Spoke Sets in stock

Why not access our  
You Tube videos for help, advice  
& Wheel building Instructions.

Simply type  
"Devon Rim Company"  
into the youtube Search box or  
follow the link on your hub page

**[www.devonrimcompany.com](http://www.devonrimcompany.com)**

Free Delivery only on In Stock items - UK Mainland only

Copyright DRC All rights reserved

**Chimay**

**Classic Bikes  
2020**

**17, 18, 19  
July**



**[www.circuit.be](http://www.circuit.be)**







a week in the 1920s, Sunbeam were making maybe 20 a week, but production was so focused on quality. People knew that and were prepared to pay for it.”

The other bike is a 1927 Douglas 600EW. “This is the 600cc engine; Douglas did a 350 version, too. The 600 was primarily for sidecar work. I’ve owned this one for 18 months and it’s fantastic bike to ride. It’s not that fast; it’s not that kind of bike. It does about 55mph tops, but it’ll go anywhere. Get to a hill, wind it on and it just keeps going. They handle well anyway, thanks to the duplex frames and all that weight being low down.

“I’m a Douglas man. I love ’em, especially the racer I own [the previously mentioned one, sat under the front living room window]. It’s an SW6 600cc – originally a 600 speedway model, but I put road tyres on it. Why Douglas? Partly because of the family connection; as I said, my dad has one and my great grandfather had one. They go like the clappers, are built well and handle well. Plus they are relatively rare.”

We go back into the house. Chris has some work to do on a customer’s Sunbeam that’s housed in what was originally built as a utility room off the kitchen, but is currently an overflow space for more bikes until the new workshop is built. Girlfriend Heidi brings him a cuppa. “She’s brilliant,” says Chris. “She puts up with a lot, for sure.”

It turns out that Heidi is mad keen on bikes, too. She’s got eyes on her dad’s Guzzi for herself. She was due to take her bike test the week after our visit and hopes to get a

chance to ride one of Chris’ flat-tankers. However, she’s also into modern bike sport and one of her prized possessions is a Valentino Rossi replica helmet.

The customer’s bikes in the utility room are both Sunbeams – there’s a 1932 500cc Model 9 flat-tanker and a 1937 600cc Model 9A in there. Chris says one has to be delivered back to its owner in London later that afternoon – and he insists that it will be finished as soon as we’ve left. So is there any work that Chris can’t or won’t do on a bike? “I don’t do magnetos or paint. And I won’t do restorations. I’m not interested. I’m unofficially ‘Chris Fisher Engineering’. I’m not even into fabrication.”

There’s a timing case lying on the side of the workbench. “That’s a Sunbeam 9A timing cover,” he explains. “I’ve machined the casing and fitted new bearings. The crank bush includes an oil supply to the big-end. I refaced the cam followers, welded them up and reprofiled them. I also welded up the cams, but sent them to a friend up in Scotland to get them reprofiled. I could even recreate the original timing case on a CNC machine if need be...”

“When I do an engine, I don’t think the people realise the effort that’s gone into it. It’s not just machining. You have to shim everything to get the end-float right. It’s a process of getting every tolerance just so, to get the engine running as efficiently as possible. That’s the fun with these vintage machines – getting them to run properly. Only then are you able to enjoy the full potential of the bike.”

## **‘TWO CUSTOMER’S BIKES ARE IN THE UTILITY ROOM’**

ABOVE, CLOCKWISE FROM TOP LEFT: 1915 293cc Allon lives in the front room. A 1929 Scott TT Replica – Chris reckons they’re fussy, but great when set up properly. Girlfriend Heidi provides tea and support as Chris works on a Sunbeam in the utility room. A modern Triumph Tiger is also on his fleet, but his heart’s in vintage bikes





# VINTAGE HONDA PARTS SPECIALIST

since 1986



*Where would these bikes be without our parts service?*



David Silver Honda Museum  
with over 150 models from  
1950's - 1990's.

ORDER ONLINE, OR CALL:

**01728 833020**

**WWW.DAVIDSILVERSPARES.CO.UK**  
**SALES@DAVIDSILVERSPARES.CO.UK**



Call Ash on 07741 261851  
Email [info@rie-store.com](mailto:info@rie-store.com)



[WWW.RIE-STORE.COM](http://WWW.RIE-STORE.COM)



**CONTACT US  
TODAY**

- ★ *Restorations*
- ★ *Servicing*
- ★ *Recommissions*

With a combined period of over 60 years experience in classic and military motorbikes we will lovingly restore, service and recommission your bike to a timeless specification.

**HEAD OVER TO OUR  
YOUTUBE CHANNEL  
& SEE FOR YOURSELF!**



**RiE-Store**  
 **YouTube**

[www.youtube.com/RieStore](http://www.youtube.com/RieStore)  
**NEW VIDEOS EVERY FRIDAY!**



Visit our YouTube channel for the latest updates from the workshop [www.youtube.com/RieStore](http://www.youtube.com/RieStore)





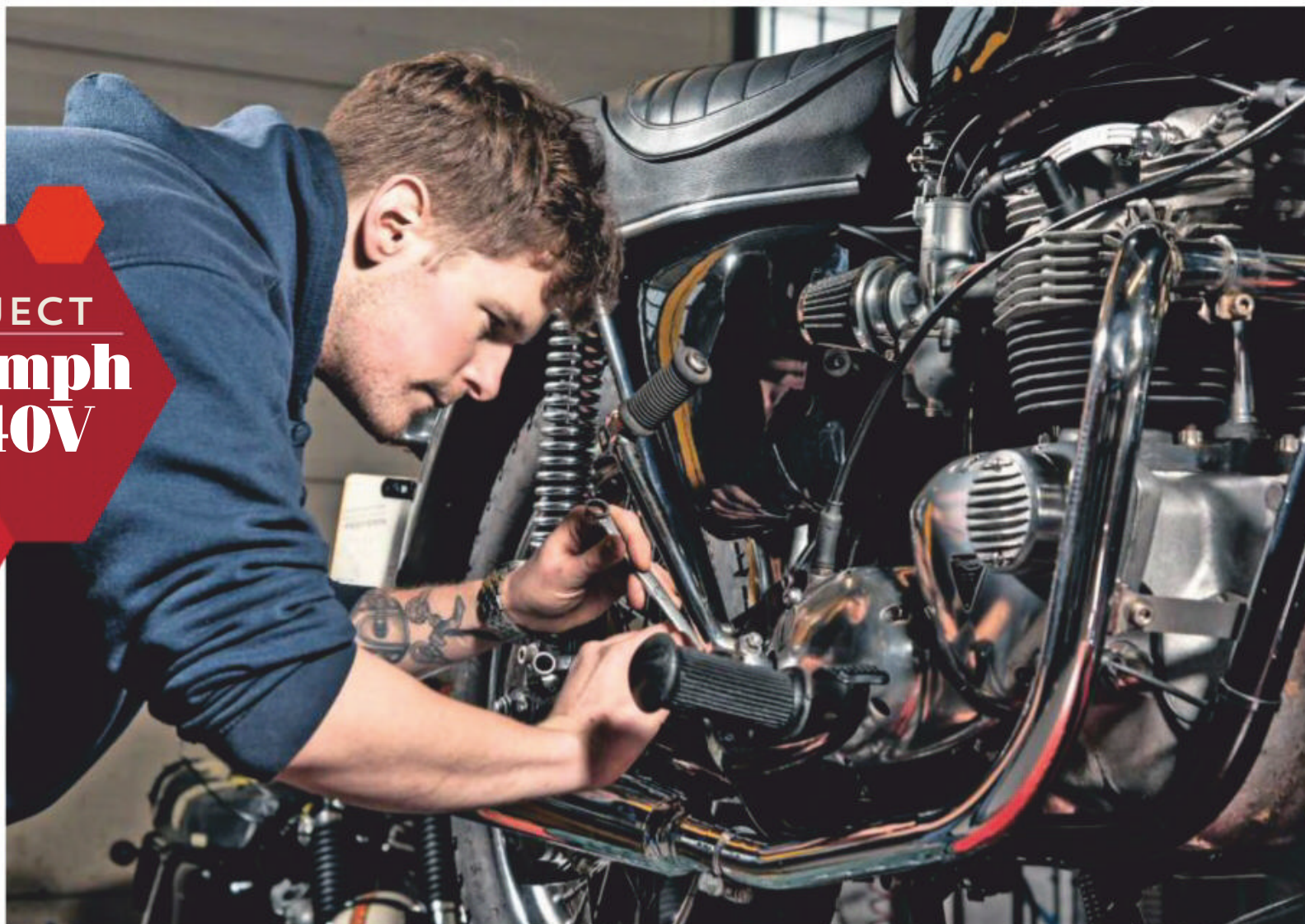


**GARY PINCHIN**  
1957 Matchless G3L  
1976 Triumph TR7-RV  
1979 Yamaha XS650  
1991 Harley Sportster

# OUR CLASSICS

## PROJECT Triumph T140V

RIGHT: Mark's enjoying taking his time when it comes to fettling his Triumph T140V



# A change of pace

**New *CB* recruit Mark explains why he's enjoying the transition from a 1000cc Japanese sports bike to a '70s British twin**

WORDS: GEZ KANE PHOTOGRAPHY: STUART COLLINS



### MARK SUTTON

Meet the newest addition to the *CB* club. Mark, 28, works at SRM Engineering in Aberystwyth and he'll be giving us regular updates on his Triumph Bonneville T140V from now on...


**MARK** owns a 2003 Suzuki GSX-R1000, but the bike that increasingly lights his fire is a 1978 Triumph T140V Bonneville. How did that happen?

"When I was a kid, both my dad and step-dad had bikes," Mark explains. "But it was when my dad bought a Hinckley Bonneville that I really started to take an interest. I'd just turned 17 – and once dad got the Bonnie I had to have a bike myself. Within a year, I'd passed my test and a Honda CB500 was my first 'big' bike. I loved every minute of being on two wheels and didn't bother taking my car test until a year or two ago."

That explains the bike thing maybe, but it was getting a job in the stores at classic bike specialists SRM that led to Mark blasting round the mid-Wales roads on a

Bonneville more than twice his age. He was instantly surrounded by British bikes at work, although he still didn't think he'd ever own one. All that changed when *Classic Bike's* Rick Parkington spent a few days at SRM for a technical feature last year. So it's all *his* fault.

One of SRM's co-owners, Jon Jolley, fills me in. "While I was chatting to Rick, he mentioned he'd been trying to get some younger riders down his way into the classic thing. I told him about Mark and introduced them. The next thing I knew, Rick was asking Geoff and I if there was a bike knocking about that Mark could 'take over'. We had this T140 that had been here for ages; we'd quoted for an engine rebuild when it first came in, but the owner didn't want to spend the money on it, so we bought it. We intended to sort it out and sell it on, but we've been too busy with customer work since. We agreed that Mark could have it and pay for it 'as and when' – as long as he did all the work on it."

Mark was delighted. "I'd been chatting to Rick and he'd realised how much I love bikes. I couldn't wait to get started on sorting out the Triumph. I had to, though, 



**RICK PARKINGTON**

1928 Sunbeam  
1936 Rudge Ulster  
1968 Triumph TR6  
Lots of other junk

**RUPERT PAUL**

1960 Royal Enfield  
Meteor Minor

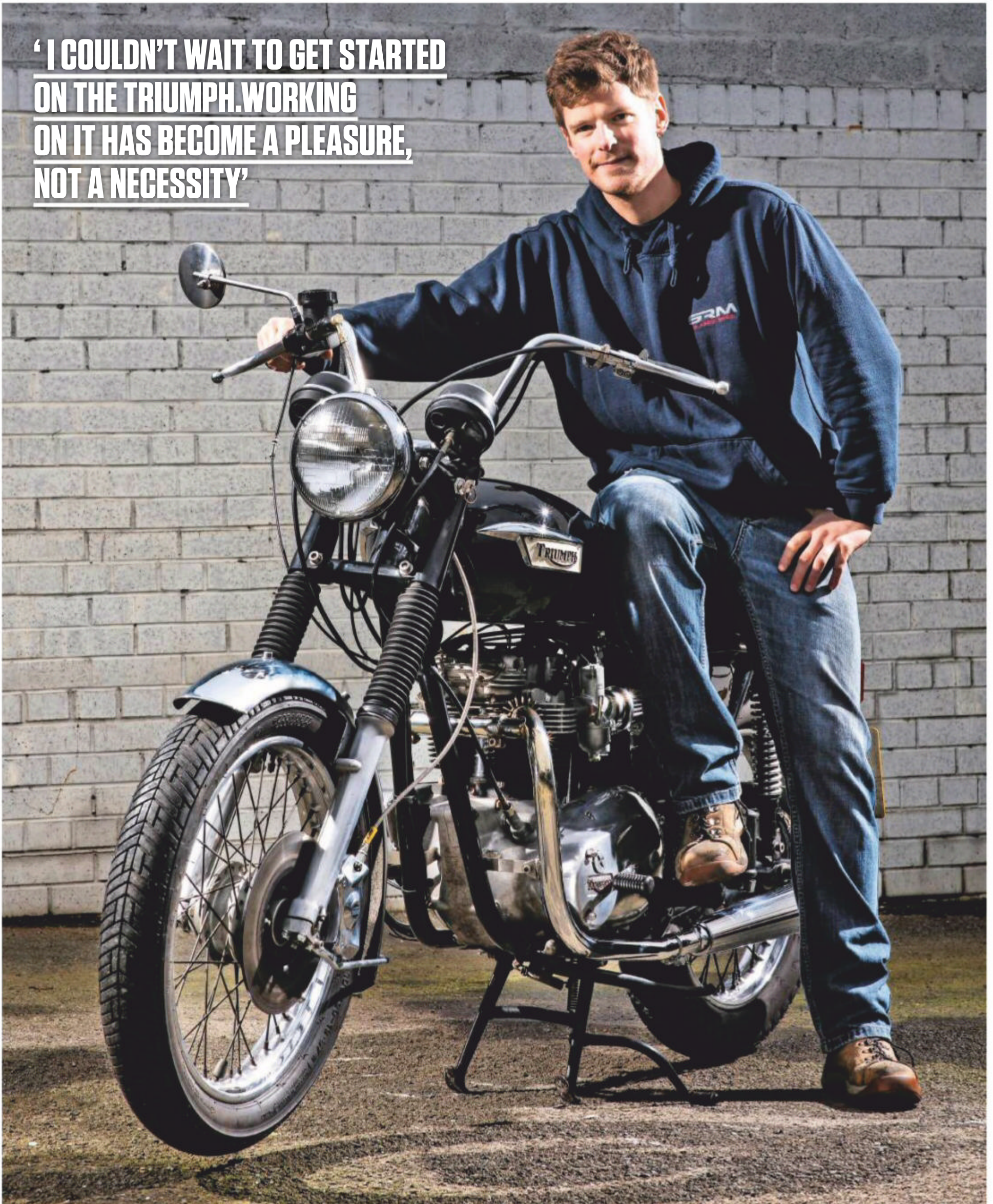
**MARK HOLMES**

1975 Moto Guzzi T3

**JULIE DIPLOCK**

1914 Triumph Model C  
Roadster  
Plus shedfuls of  
other stuff

**‘I COULDN’T WAIT TO GET STARTED  
ON THE TRIUMPH. WORKING  
ON IT HAS BECOME A PLEASURE,  
NOT A NECESSITY’**







Mark's rebuilt the rear brake and fitted new exhaust cans

The sound of a Bonnie through peashooters stirs the soul

Fitting new Amal Concentrics led to a bit of dyno-based carb-tweaking

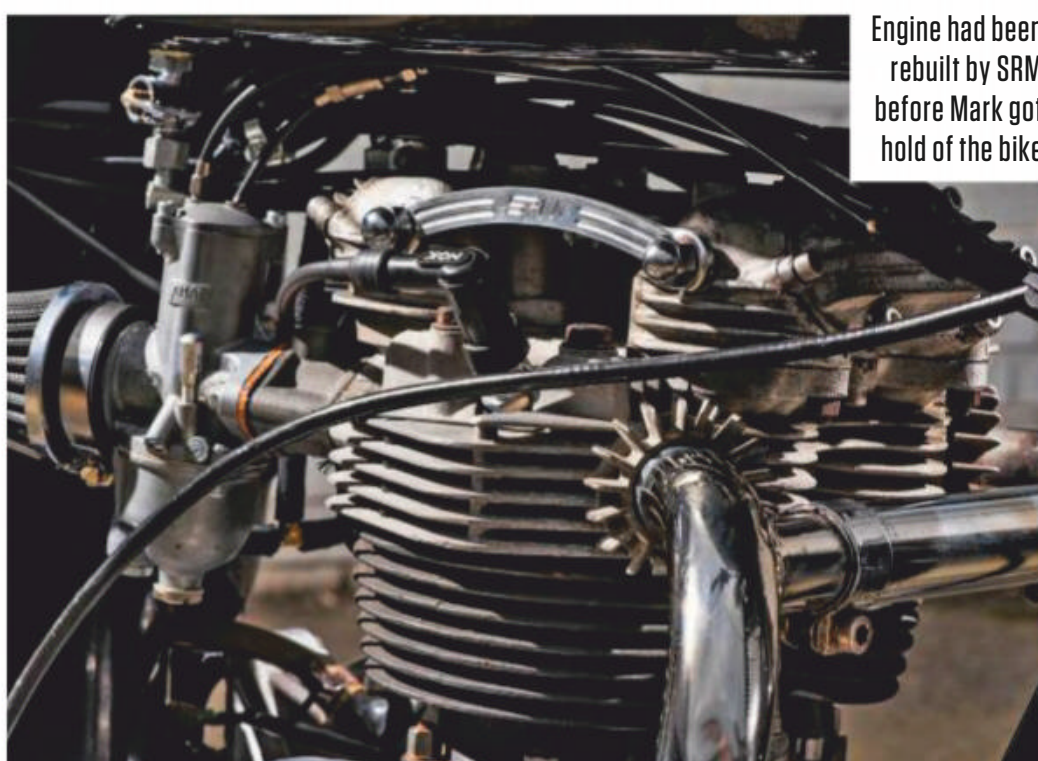


as I'd just come off my Suzuki and had to get that back on the road. I've always worked on the Suzuki myself – there aren't too many bike shops round here even if I didn't want to – but once I got started on the Triumph I realised just how different it was to work on."

The T140 was something of a mixed bag. SRM had rebuilt the engine – it had originally arrived with the main bearings shot – but the rest of the bike was a mess. "The brakes didn't work, the exhaust had been bodged on with metric fasteners, it had cheap aftermarket carbs, the chainguard was rotten and everything was filthy. But it ran – and it was mine. I was a British bike owner."

With his Suzuki back on the road, Mark had time to savour the pleasures of fettling the Triumph. "It's great to be able to take my time working on the bike," he says. "Working on it has become a pleasure, not a necessity. I'm doing more stuff that I wouldn't have taken on before – and loving it. It's definitely more engaging and satisfying to work on – and I get support and advice from Jon and the rest of the team at work."

"Rebuilding the brakes and getting the carburettors



Engine had been rebuilt by SRM before Mark got hold of the bike



**‘I’VE BEEN SHOCKED – IN A GOOD WAY – AT HOW GOOD THE RIDING EXPERIENCE IS’**



New brake lines are always a confidence-building move

sorted have been the most difficult jobs so far. The back brake was seized solid, with jelly-like goo all over it. It turned out there was no O-ring fitted to the rear brake reservoir – the fluid had leaked out over everything and gummed it up. I rebuilt the calipers and fitted new seals. Getting the pistons out defeated me at first – until Jon showed me how to pop them out using an air gun. I was going to split the calipers – like I’d done on my Suzuki – but Jon saved me a lot of time and effort there.

“I fitted brand new Amal Concentrics, rather than chasing faults round the old carbs. But I still had a few problems getting the bike to run right – and tick over reliably. Swapping the pilot jets helped the tickover issue, but dirt kept getting through to the float bowl. It helped being able to use the SRM dyno to get it set up right.

“The rest of what I’ve done so far is mainly cosmetic. I’ve replaced all the worn and perished rubbers, fitted new, pattern Norton peashooter silencers and fabricated the mounting brackets to suit them. Other than that, it’s been a bit of paint and polish, a new chain and a good service, really. I don’t want a concours bike, just something that looks nice and is good to ride.”

Ah, riding. Just how does the Triumph feel out on the road compared to his big Suzuki? “Before I rode it, I tried not to build up my expectations too much. But I’ve been shocked – in a good way – at how good the riding experience is. I thought the gearbox might feel a bit crude after my modern bikes, but it’s lovely. I love the way the engine pulls in the midrange, too. And, as for the sound... If I’m honest, it’s been a real eye-opener – so much better than I thought it would be. I’ve had my fill of performance. The GSX-R is fun to ride, but the Bonnie makes you think more about your riding. It’s more involving and relaxing. It’s wicked.

“I absolutely love the Triumph. I’d have been wary of buying one ‘off the street’. I’ve seen so many ‘rebuilt’ engines at work that have been nightmares. But knowing the engine has been rebuilt here gives me the confidence of knowing it’s been done right. Maybe next winter I’ll have a go at lifting the heads and barrels to check them over and repaint the barrels. I want to spray the tank and side panels and fit indicators. I’ll be looking for somewhere to live that’s got a garage or shed, so I can work on the Triumph at home, too. First, though, I want to ride it more and enjoy it. Roll on spring.” ☺

Mark doesn’t have far to go to find parts – it’s all there at work





# THE CLASSIC BIKE PARTS AND SERVICES DIRECTORY

Want to contact a specialist? Need electrical components?  
Look no further...

TO ADVERTISE IN THIS SECTION PLEASE CALL 01733 366424

## ACCOMMODATION

### LAKE DISTRICT

#### B&B Penrith

Biker Friendly

Private Car Park

Twin and Triple Rooms

[www.no3victoriaroad.co.uk](http://www.no3victoriaroad.co.uk)

Call Alison - 07789 908371

Mention Classic Bike for a discount!

## BIKER FRIENDLY

**CUMBRIA Woolpack Inn**



At the foot of Hardknott Pass...  
...one of England's most exciting roads.  
B&B ♦ Camping ♦ Pub ♦ WiFi ♦ Cafe ♦  
Car park ♦ Wood Burning Pizza Oven ♦ Real Ale  
OPEN ALL DAY ♦ BIKERS WELCOME  
[www.woolpack.co.uk](http://www.woolpack.co.uk) office@greendoor.me  
Tel: 01946 723230

## BRAKES

### THE NAME IN BRAKES THAT YOU KNOW & TRUST

- Professional Service Est 1980
- Brake & Clutch relining specialists
- Classic, Vintage, Specials & Obsolete
- Bonded, Riveted, Machined
- Wide choice of asbestos free lining compounds
- To suit all applications, Road use, Trails & Racing
- 24 Hour mail order service

**Custom Brakes & Hydraulics**

Custom Brakes & Hydraulics Ltd

Unit 2, Holbrook Rise, Holbrook Ind Estate, Sheffield S20 3FG

Tel: 01142 767971

[www.custombrakes.co.uk](http://www.custombrakes.co.uk)

## COMPRESSOR

### SHIREMOOR COMPRESSORS LTD

ESTABLISHED OVER 45 YEARS  
WORKSHOP & DIY  
COMPRESSORS

PHONE FOR  
FREE  
CATALOGUE



#### EXAMPLES

5.68 CFM 6 LITRE £83.20 + VAT  
7.28 CFM 50 LITRE £119.60 + VAT  
14.55 CFM 50 LITRE £189.50 + VAT  
14 CFM BELT DRIVE 50 LITRE £379.00 + VAT  
14 CFM BELT DRIVE 200 LITRE £499.00 + VAT

ALSO LARGE RANGE OF USED  
AND EX DEMO COMPRESSORS

11 FRONT STREET, SEGILL, NORTHUMBERLAND  
TEL: 0191 2377177

[www.shiremoorcompressors.com](http://www.shiremoorcompressors.com)

## ACCOMMODATION

### MOTORCYCLE TOURING & ACCOMMODATION IN MID WALES

- Guided and unguided touring routes
- Catering available
- Holiday lodges sleeping 2-8 people
- 10% off for Classic Bike readers
- Workshop and breakdown facilities

Visit [www.RadnorRevivals.com](http://www.RadnorRevivals.com) or Call Jack - 07876 597 697



## BATTERIES

**MDS** [MDSBATTERY.CO.UK](http://MDSBATTERY.CO.UK)

**Batteries and Chargers**

[www.mdsbattery.co.uk](http://www.mdsbattery.co.uk)

**0800 310 2100**

**YUASA**

## BIKE STORAGE

**Elite Auto Storage**

Specialists in cherished vehicle storage and transportation

- From priceless classics to family saloons
- Maintenance and exercise programs
- UK wide covered transportation
- Long and short term storage
- Discreet and secure

Phone: 07703 295282  
Email: [info@autostorage.co.uk](mailto:info@autostorage.co.uk)  
[www.autostorage.co.uk](http://www.autostorage.co.uk)

PO Box 85, Great Sampford, Saffron Walden, Essex, CB10 2FX, England

## BLAST CLEANING

**FJ Motorcycles**

**VAPOUR BLASTING**

**ULTRASONIC CLEANING**

High Quality • Quick turnaround service

Email: [fandjhalliwell@btconnect.com](mailto:fandjhalliwell@btconnect.com)  
[www.fjmotorcycles.co.uk](http://www.fjmotorcycles.co.uk)

Tel/Fax: 01695 722004  
Mob: 07778 339841  
Unit 2, 3 Wigan Road, Skelmersdale, Lancs WN8 8NB

## BLAST CLEANING

### SPECIAL OFFER - FRAME and SWINGARM

any size shot blasted and polyester powder coated, followed by hot coat

**HIGH GLOSS BLACK from £80+VAT**

(other colours available)

### MICROBLAST POWDER COATING

Old Yard Workshop, Arthur Road, Windsor SL4 1SE

15 mins from Junction 15 M25 & 5 mins from Junction 6 M4

[microblastservices@yahoo.co.uk](mailto:microblastservices@yahoo.co.uk) [www.microblastservices.co.uk](http://www.microblastservices.co.uk)

**Tel: 01753 620145**

## CARBURETTORS

### SURREYCYCLES

TALK TO THE PEOPLE THAT UNDERSTAND MOTORBIKES

Send an A5 SAE for free spares booklet

Mk 1 Concentric *all sizes*  
Mk 1 Triple Sets  
Mk 2 Concentric  
Monobloc 376 & 389 *all sizes*

Alcohol Mk1 and Mk11  
Mk2 Smoothbore, GP3, 10TT9  
276 & 289 Pre Monobloc  
Matchbox Float Bowl  
504 Float Bowl, 302 Float Bowl

Unique to Surrey Cycles - Quality Polished Alloy Bellmouths  
Turned from solid billet, screw cut thread,  
stainless steel gauze

To fit Concentric, Monobloc &  
Pre Monobloc Carburettors

#### FULL STOCK OF SPARES

ALL CARBURETTORS JETTED AND SET TO YOUR SPECIFICATIONS FREE

Contact us on Tel: 01342 716120 / 01342 718118

email: [info@surreycycles.com](mailto:info@surreycycles.com) or via our website [www.surreycycles.com](http://www.surreycycles.com)

25 Squires Close, Crawley Down, West Sussex RH10 4JH

## CHROME PLATING

### CHROME RESTORATION SPECIALISTS

Triple Plating to the Highest Concours Standard  
**VINTAGE - CLASSIC - CUSTOM BIKES**

- Exhausts Chromed
- Petrol Tanks Repaired & Chromed
- Bright Nickel Plating
- Dull Nickel Plating
- Re-Silvering
- Hard Chroming & Grinding
- Dull Chroming of Carburettor Bodies
- Sateen Chroming Kick Starts
- Bright Zinc Plating
- Cadmium look
- Electroplated Nuts/Bolts
- Black & Colour Zinc Plating
- Polished Alloy Engine Cases
- Mirror Polishing Stainless Steel Exhausts
- Vapour/Bead Blasting Alloy Engine Cases
- Ultra Sonic Carburettor Cleaning

All Work is fully Guaranteed • Mail Order Service including Europe & USA

After Care Products & Instructions • Free & Friendly Advice

Tel: 01303 257187 Mob: 07368 631012

[www.chromerestorationspecialist.co.uk](http://www.chromerestorationspecialist.co.uk)

[www.vapourblastingspecialist.co.uk](http://www.vapourblastingspecialist.co.uk)

COME & SEE US AT WORK - Central Engineering Design Ltd

Unit 5-6 North Close Business Park, Shorncliffe, Folkestone, Kent CT20 3UH

Mon-Fri 8.00-5.30 • Most Sats 8.00 to 12.00

## CLUBS

**Norton Owners Club**

[www.NortonOwnersClub.org](http://www.NortonOwnersClub.org)

FROM JUST £19.50 PER YEAR... JOIN TODAY!

Available on the App Store

GET IT ON Google Play

f t

## CHROME PLATING

### Quality Chrome Ltd

SPECIALISING IN NICKEL, COPPER, CHROME, GOLD PLATING, FULL METAL POLISHING SERVICE, ELECTRO-PLATING OF STEEL, COPPER, BRASS AND MOST ALLOYS

Parts collected from your door on next day delivery anywhere in the UK. Phone today for friendly advice.

ALL WORK IS CARRIED OUT BY OURSELVES IN OUR FULLY EQUIPPED PLATING PLANT.

QUALITY CHROME LTD, UNIT 1 & 2 MALTON STREET, WITHAM, HULL HU9 1BA

TELEPHONE & FAX (DAY) 01482 589838

Email: [sales@qualitychrome.co.uk](mailto:sales@qualitychrome.co.uk)

Website: [www.qualitychrome.co.uk](http://www.qualitychrome.co.uk)

All work guaranteed to British Standards

## BOOKS AND MANUALS

### Pooks Motor Books

- Books ■ Brochures
- Mags ■ Manuals

### Bought and Sold

Shop at

Fowke St, Rothley, Leics

TEL: 0116 237 6222

0116 237 6661

[pooks.motorbooks@virgin.net](mailto:pooks.motorbooks@virgin.net)  
[www.pooksmotorbookshop.co.uk](http://www.pooksmotorbookshop.co.uk)



## DYNO

### Meltedsliders

Dyno Tuning & Accessories

Igni Tech APPROVED

UFT

Tel: 01283 210816 / 07870 771723  
E-mail: [meltedsliders@sky.com](mailto:meltedsliders@sky.com)  
[www.meltedsliders.co.uk](http://www.meltedsliders.co.uk)



# Boyer Bransden Ignitions

*Electrifying Performance*

01622 730939

www.boyerbransden.com

## ELECTRONIC COMPONENTS

**ARMOTO**  
FROM FARADAY TO MODERN DAY



**REWINDS & REPAIRS**  
MAGNETOS DYNAMOS ARMATURES

3 year warranties on fully reconditioned units  
In house winding facilities  
Fast turnaround

Not just E3L's M01 & K2F's

**Armoto Ltd** Tel: 01246 826667  
Unit 26, M1 Commerce Park, Markham Lane, Chesterfield Derbs, S44 5HS  
armoto.co.uk email: sales@armoto.co.uk

**PAUL GOFF**  
Classic Electrical Specialist  
Worldwide delivery  
**LEDS & QUARTZ HALOGEN BULBS**  
Daytime riding lights from £4.00  
A REG ONE 200W REGULATOR /RECTIFIER  
For alternator bikes £37.95  
V REG DYNAMO REGULATOR £49.95  
01494 868218  
www.norbsa02.freeuk.com  
49 Chequers Lane, Prestwood, Bucks. HP16 9DR



## MAGNETOS &amp; DYNAMOS

**Dynamos, Dynamos, Dynamos** Reconditioned and off the shelf. Lucas E3L, E3LM, ELHM, E3H, E3AR, E3N, E3MN + L Miller. Lucas conversion for Velocette and Vincent. Range of spares. Dynamos always wanted. 01782 856839

**D H DAY**  
Mechanical & Electrical Engineering Magnetos, dynos, exhausts etc. Fully equipped machine shop.  
Tel: 01793 812323  
Fax: 01793 845323  
dhday31@hotmail.com  
ALDRANS, CHURCH HILL, WROUGHTON, SWINDON. SN4 9JR

## METAL POLISHING

**ALLOY POLISHING**  
Vapour Blasting  
**T-T-MOTO**  
Specialists in all Aluminium Motorcycle Components  
Based in Essex  
Tel 01245 231 997  
www.ttmoto.co.uk

## MUSEUMS

**ARIEL 3 MUSEUM**  
Come and see the world's weirdest tilting trike, ever to go into full production. The little bike that brought the Great British motorcycle industry to its knees. Ariel 3 Museum, 167 Winchester Road, Bristol BS4 3NJ  
www.ariel3.com

## NUMBER PLATES

**Chestnut Registrations Ltd.**  
Manufacturers of all vintage and classic number plates. Mail order online or by phone.  
PO Box 333, Crosby  
Liverpool. L23 2WB  
Tel: 0151-924 6480  
Mob: 07860 145384  
www.chestnut-registrations.co.uk

## NUMBER PLATES

## CLASSIC NUMBER PLATES

See us at your local show!  
Specialists in the manufacture & supply of all formats of number plates for your classic bike plus any other vehicles from tractors to modern day.

**OFFERS ON FULL SETS**

## THE NUMBERPLATE CENTRE LTD

Trade &amp; Wholesale enquiries from UK &amp; Worldwide welcome

Units 13, 272 Montgomery St, Sparkbrook, Birmingham B11 1DS

Tel: 0121 773 8107 Fax: 0121 773 8136

davidcollier58@hotmail.co.uk

www.numberplatecentre.com

## PLASTIC WELDING

## PLASWELD

### Plastic Welding Specialists

25 years' experience in repairing automotive plastics, from a simple crack to a jigsaw puzzle of bits.

Tel: 07544 320150

## PAINTWORK

**THE ULTIMATE PAINTWORK**  
Specialising in British, Italian, American and Japanese. Tank & bodywork repairs. Custom & helmet paintwork.  
www.cyclesprays.com  
email: tony@cyclesprays.com  
Telephone: 01403 241103  
Mobile: 07419 330043

## POWDER COATING

## POWDER COATING

**MERSEYSIDE ELITE ENGINEERING & POWDER COATINGS**  
Show winning finishes  
Quick turnaround  
Grit & bead blasting  
2 pack finishing  
Alloy & stainless welding  
Vintage & classic specialists  
THE BOX WORKS, UNIT 6, HEYSHAM ROAD, AINTREE, MERSEYSIDE L30 6UR  
Tel: 0151 524 2838  
Email: eepc@hotmail.co.uk

## ENGINEERING SERVICES

**SOMERTON MOTORCYCLES**  
**CHRIS MORRIS**  
SOMERTON MOTORCYCLES  
5a Cary Court, Somerton, TA11 6SB  
Tel: 01458 274724  
Email: c.morriscycles@gmail.com

## EXPORT SERVICE

**MOTORCYCLE SHIPPERS**  
**OAKBRIDGE INTERNATIONAL**  
QUALITY CASE PACKING AT OUR WAREHOUSE  
Motorcycles & Parts  
Exported Worldwide  
Contact Oakbridge on 01799 513366 for free advice and quotations  
neal@oakbridgelogistics.co.uk  
www.oakbridgelogistics.co.uk

## ENGINEERING SERVICES

## Bespoke motorcycle products

www.malarkeyengineering.co.uk  
mal@malarkeyengineering.co.uk



## Frame and Rolling Chassis Alignment

FASTER & SAFER WITH  
**Parallel Engineering**  
Specialising in the classic Norton Commando

Correcting manufacturing errors & handling problems for ALL motorcycles...  
paralleleengineering.co.uk  
Tel 01746 783 212

## FRAME STRAIGHTENING

Keep It In Line With  
**Maidstone Motoliner**  
structural crash repair specialists  
Call 01622 790705  
www.motoliner.com  
**FRAME STRAIGHTENING**  
Checking and repairs, forks, yokes and cast wheel repairs.  
We have 30 years experience in road or race, vintage/classic and modern bikes.  
Unit 11, Yew Tree Industrial Estate, Mill Hall, Aylesford Kent ME20 7ET

## FUNERALS

**Buy British, die British!**  
www.motorcyclefunerals.com  
01530 274 888 or 0845 375 2106

**Classic Coatings Ltd**  
www.classic-coatings.co.uk  
01476 576087

**F&M**  
POWDER COATING SPECIALISTS LTD  
We've got it covered  
**PROFESSIONAL MOTORCYCLE RESTORERS** specialists in  
★ Powder Coating ★ Wet Spraying ★ Paint Stripping ★ Blast Cleaning  
Each Individual Bike Treated As Our Own • Highest Quality Guaranteed  
Tel: 01772 700414 Email: enquiries@fandmpowdercoating.co.uk www.fandmpowdercoating.co.uk

**Goldburn Finishers Limited**  
UNIT 1 AND 2  
BROXHEAD INDUSTRIAL ESTATE  
LINDFORD, BORDON,  
HANTS, GU35 0NX UK  
Tel: 01420-477696  
Fax: 01420-478151  
email: goldburn.finish@btconnect.com  
website: www.goldburnfinishers.co.uk

**Classic Bike**  
**SHOCK ABSORBERS**

**NEW SHOCKS FOR YOUR CLASSIC**  
Shocks for most road & off road bikes  
From only **£76 inc**  
**NJB SHOCKS**  
Mob: 07788 715163  
www.njbshocks.co.uk  
norman@njbshocks.co.uk



## RADIATORS

**West Mercia Radiators** 0121 - 556 - 4142

- West Mercia Radiators are proud to be one of the UK's fastest growing experts in the repair and re-coreing of practically all and any type of motorbike radiators
- We can have it fixed and back to you as good as new within 7-10 days
- Our prices are shockingly competitive, and are far cheaper than buying a new one from a dealer, or even second hand

**West Mercia Radiators** 83 Holyhead Road, Wednesbury, West Midlands WS10 7PA  
**www.westmercioradiators.co.uk**

## PETROL TANK REPAIRS

**METAL Magic**  
**HERITAGE MOTOR WORKS**  
**PETROL TANK & TINWARE**  
**REPAIR SPECIALIST**  
Dents and rust repaired to a high specification  
Chain guards • Toolboxes • Mudguards • Rear carriers  
Car body panels • Rad shells • Bumpers • Chassis  
We also manufacture a range of spares  
for James ML & RE Flying Fleas  
Tel: 01189 731631 • Email: metaltel@yahoo.co.uk  
Metal magic, Busta Farm, Brickhouse Hill, Eversley, Hants, RG27 0PY  
**www.wdmotorcyclespares.co.uk**

## SPEEDOMETERS

**SPEEDO REPAIRS**  
CHRONOMETRIC & BRITISH  
MOTORCYCLE INSTRUMENT  
SPECIALIST  
\* 1st Class Workmanship \*  
\* Competitive Prices \*  
\* 12 months guarantee \*  
Tel/Fax: (01252) 329826  
Mobile: 07824 884434  
http://www.speedorepairs.co.uk  
Email: a.pople@yahoo.com  
Speedo Repairs  
9 Laurel Close, Farnborough, Hampshire, GU14 0PT

## SUSPENSION

**SUSPENSION**  
**MADE-TO-MEASURE**  
• Shocks & Fork  
Conversions  
• Road  
• Race  
• Sidecars  
• Classics  
For help, advice or  
more information  
**MAXTON**  
MAXTONSUSPENSION.CO.UK  
Tel: 01928 740531 Fax: 01928 740635  
Laurel Bank, Kingswood, Frodsham,  
Cheshire WA6 6HX  
info@maxtonsuspension.co.uk  
Web: www.maxtonsuspension.co.uk

## SPARES - BRITISH

**Monty's Classic Motorcycles Ltd**  
Quality Spares for Triumph Meriden Twins  
NEXT DAY UK MAIL ORDER SERVICE AND FAST  
OVERSEAS SHIPPING  
We have a vast amount of spares in stock  
Genuine Triumph twin spares 1950-1983  
**www.montysclassicmotorcycles.co.uk**  
Tel: 01822 617010  
NEW ADDRESS - The Cross House, School Road, Metherell, Cornwall PL17 8FB

BSA A10 B31 and Goldstar  
Stainless Parts  
**Barleycorn**  
Also Range of Parts for Cafe Racers  
Alloy Rearsets, Stainless Clip-ons  
Tel 01379 586728  
**www.barleycorn.co.uk**

**BSA & TRIUMPH SPARES**  
**PETER HAMMOND**  
**MOTORCYCLES LTD**  
Specialising in BSA & Triumph  
Spares, 1958 onwards.  
Mail order also available.  
44 Watermoor Road,  
Cirencester, Glos GL7 1LD.  
parts@hammondmotorcycles.co.uk  
Tel: 01285 652467  
**www.hammondmotorcycles.co.uk**

**Greystone Enterprises**  
**Tiger Cub Spares**  
BY APPOINTMENT  
ONLY  
Reeves Yard, Warwick Road,  
Whitstable, Kent, England CT5 1HX  
Tel: 01227 262799  
**www.triumphcubspares.co.uk**  
mail@triumphcubspares.co.uk  
Send SAE for spares price list

**Classic Bike**

## TRANSPORTATION

**MOTORCYCLE COLLECTION**  
**& DELIVERY SERVICE**  
• Nationwide and fully insured  
• 20 years experience, competitive rates  
• Secure storage available  
• Satellite navigation systems fitting thus  
ensuring a speedy delivery any time  
• Vans are fully equipped to hold securely  
Also for Scooters - Quads - Pushbikes - ATV's  
Sidecars - Mobility Scooters, etc. Call for details  
Call **ACCELERATION**  
07774 964386 or 01244 532443  
**www.accelerationcads.co.uk**

## SPARES AND PARTS

**All the Rider Needs**  
**F FOWLERS**  
EUROPE'S LARGEST GENUINE PARTS STOCKIST  
**SPARES**  
Easy to use Online parts catalogue  
**fowlersparts.co.uk**  
e: spares@fowlers.co.uk  
or  
to speak to an expert, call... **0117 971 8873**  
Same Day  
Dispatch!  
Full tracking, timeslots  
and regular updates!!  
HONDA Husqvarna KAWASAKI KTM SUZUKI TRIUMPH YAMAHA  
aprilia MOTO GUZZI PIAGGIO DERBI GILERA

## SPARES - JAPANESE

**TRK**  
**BRAKING**  
JAPANESE QUALITY  
NO FUSS  
CALIPER  
REPAIR  
KITS  
**www.wemoto.com** 01273 597072

## STAINLESS STEEL

**STAINLESS STEEL**  
FROM **D. Middleton & Son**  
Kits for Norton Commando's  
39 YEARS OF EXPANDING AND HONING MY RANGE FOR MOTORCYCLES  
Stainless Steel Bolts, Nuts, Allen Screws, Hose Clips, Exhaust Clamps, Nipples, Bar, etc.  
Cycle, BSF, BSW, BSP, UNF, UNC Metric and Metric Fine.  
D. Middleton, Unit 5, Lady Ann Mills, Batley, W. Yorks, England WF17 0PS  
Tel: 01924 470807 (24-hour). Fax: 01924 470764  
Email: sales@stainlessmiddleton.co.uk  
**www.stainlessmiddleton.co.uk**

## STICKERS/TRANSFERS

**ATK**  
GRAPHICS  
Specialising in  
stickers and graphics  
no longer available  
Stickers • Graphics • Transfers  
01502 534827  
**www.atik-graphics.com**

## TRANSPORTATION

**ALIEN MOTORCYCLES LTD**  
Classic motorcycle collection  
and delivery service  
Contact Jason 07813 029875  
Speedfreak0900@yahoo.co.uk  
**www.alienmotorcycles.co.uk**

**SECUREBIKEMOVER**  
Securebikemover is run by a Classicbikeowner  
for Classic bike lovers.  
A fully equipped new LWB high top Ford  
Transit van is used to transport your  
bike only, we do not multi load.  
Fully insured up to £25,000 per bike  
• Customer satisfaction is our aim.  
Contact **Geoff** on 07961 061519  
or email **geoff@securebikemover.co.uk**

## WHEELS

**WHEELHOUSE**  
**TYRES**  
**info@wheelhousetyres.co.uk**  
**www.wheelhousetyres.co.uk**

**Classic Bike**  
86% said  
magazines  
were  
influential  
when  
deciding  
what  
motorcycle  
equipment  
to choose





TEST RIDE  
**2020**  
BIKES



**DAY  
TICKETS**  
**ONLY £15**  
**KIDS GO FREE**

[devittinsurance.com](http://devittinsurance.com)

## MAN



**Festival**  
**OF MOTORCYCLING**

**MAY 16 – 17 2020 • EAST OF ENGLAND ARENA**

# THOUSANDS OF BIKES

See the very **LATEST 2020 MACHINES** From BMW, Ducati, Indian, Kawasaki, KTM, Suzuki, Triumph, Yamaha & Zero

**TEST RIDES** available on all the  
**NEW** bikes

Experience the thrill of off-road  
**ADVENTURE BIKES**

**CLUB ZONE** packed with classic  
and custom bikes

**HUGE RANGE** of used bikes for sale in the **MCN BIKES FOR SALE** pavilion

## DAYTIME ACTIVITIES

# NEW UK's biggest premier stunt show **EXTREME BIKE BATTLE**

Jaw dropping **STUNT RIDERS** go  
higher, faster and further

## DIRT TRACK RACING

Thrilling sideways action

**STOCK UP ON RIDING KIT**  
All the gear you'll ever need at  
the great prices.

Kids inflatables & rides, live music, good food and a great festival vibe

## SATURDAY 16 MAY EVENING ENTERTAINMENT

## NEW FOR 2020 – UK's best tribute acts

**SEE THE KOPYCAT KILLERS,  
FOREVER QUEEN & WRONG JOVI  
PLUS DJ 'TIL LATE!**

**CAMP FOR THE WEEKEND  
FROM ONLY £30pp\***

\*Includes two days entry.  
Booking of 4 or more adults

**SATURDAY EVENING ONLY TICKET £15**

**BEER & BANDS BIKING BARGAINS DIRT TRACK RACING STUNT SHOWS**  
**UK'S BEST CLUB DISPLAYS BIKES FOR SALE LIVE FAMILY FUN**

**WWW.MCNFESTIVAL.COM**



## READER ADS

# Classic Bike

## SELL YOUR BIKE FOR FREE

Britain's biggest and best selling magazine for oily-fingered bike addicts

To be the first to see the classified adverts, make sure you take out a subscription to *Classic Bike*.

Adverts for privately-owned bikes registered before 1986 are free (for bikes registered after 1985 they cost £20; super double-column adverts cost £30)

### BOOK BY POST

Please fill in the form below, specifying the type of advert you want (classic, autojumble, bike for sale or bike wanted). Include make, model, year, price, phone number and area, and up to 25 words of text. Please include your name & address, which will not be published or used for other purpose. Then post to:

Reader Ads, Classic Bike, Media House, Lynchwood, Peterborough, Cambs, PE2 6EA

Photographs (we regret that we cannot return these) should be of a good quality, with your name and address on the back.

### BOOK BY EMAIL

Send your advert details to:

**cbreaderads@bauermedia.co.uk**

Please include your surname and the type of advert in the subject line. Include make, model, year, price, phone number and area, and up to 25 words of text. Please include your name & address, which will not be published or used for other purpose. Include your photo as an attachment, named accordingly, preferably as a jpeg. If a payment is required we will call you to take your card details.

### ENQUIRIES

We do not take advertisements over the phone.

Should you have a query regarding an advert, please call 01733 366354.

For trade advertising, please call Farah Ball on 01736 755508.

Your advertisement will automatically be placed in the next two available issues of Classic Bike – please state if only one issue is required. Due to high demand, we can only accept a maximum of 3 adverts per customer per issue. You may photocopy the coupon below if necessary

### 1 Please tick the advert you want...

## FREE

☐ **CLASSIC FREE**

Single column picture ads for privately-owned classic bikes registered before 1986

☐ **AUTOJUMBLE FREE**

Ads for spares and miscellaneous items

☐ **BIKES WANTED FREE**

Ads for motorcycles you're looking to buy

☐ **PARTS WANTED FREE**

Need something to finish your rebuild? Ask here

## PLUS

☐ **MODERN £20**

Single column picture ads for privately-owned classic bikes registered in or after 1986

☐ **TRADE £20**

Single column picture ads for trade sales

☐ **SUPER £30**

Double-column, high-impact picture ads, including make, model, year, price, phone number and area, also up to 200 characters

### 2 Bike details...

Please include make, model, year, price, phone number and area, also up to 25 words of text. For Super ads please supply up to 50 words of text and submit separately. **PLEASE USE CLEAR BLOCK CAPITALS**

Make	Model	Year	Price

### 3

Name .....

Address.....

.....

.....

Postcode .....

Daytime tel no .....

#### Checklist:

1. Please use block capitals and start your advert with the make and model.
2. Specify the type of advert.
3. Don't forget your phone number. Advertisements submitted by email must contain a name, daytime phone number and full postal address.
4. Have you included a cheque made payable to Bauer Automotive? Alternatively we will call you for your card details. You must include your phone number.
5. You may photocopy this form if you have more than one bike to sell.
6. Due to demand, we can accept a maximum of three adverts per customer per issue.
7. We do not accept trade adverts without prior agreement. All trade advertisements should have (T) at the end of the advert copy.

Conditions of Acceptance: For private advertisers only and for trade by prior agreement. No correspondence can be entered into. Unfortunately we cannot guarantee that your advertisement will appear in a particular issue. Bauer Media does not accept any errors or mistakes in adverts. All advertisements are subject to approval of the publisher, who reserves the right to amend, refuse, withdraw or otherwise deal with copy submitted and/who will have no obligation to provide you with any reason for so doing. Bauer Publishing reserves the right to publish your advert in our other magazines that we deem relevant. If you do not wish to appear in our other titles please make us aware.

Your advert will appear in the next available issues.

## BUYING OR SELLING A MODERN BIKE?

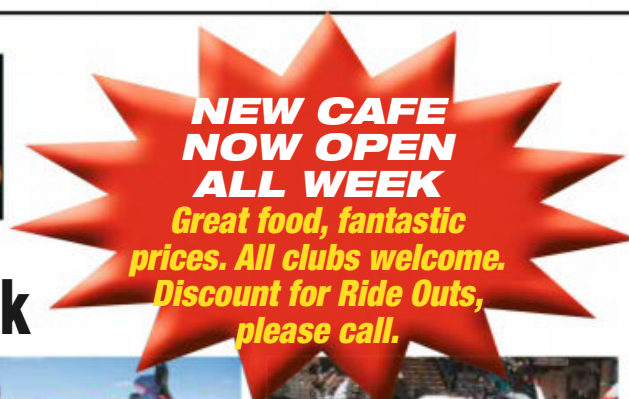
You can advertise a bike in Motor Cycle News, in print and online from just £13.99

[www.mcnbikesforsale.com](http://www.mcnbikesforsale.com)



# NCM North Cornwall Motorcycles

01288 355162 • [www.ncmc.co.uk](http://www.ncmc.co.uk) • [info@ncmc.co.uk](mailto:info@ncmc.co.uk)



**2002 BMW R1150.** Fantastic condition, great value for money. Full BMW Luggage.....**£2,599**



**2013 YAMAHA XJR1300.** As new condition. Only 2,000 miles.....**£6,199**



**2012 MV AGUSTA BRUTALE.** Lovely example, rare 920. Full service history, great price .....**£5,299**



**1999 TRIUMPH DAYTONA 955i.** Near new condition, all lovely as standard .....**£2,799**



**BMW R1100 S SPORT** 1085cc stunning Boxer Cup.....**£4,950**



**ROYAL ENFIELD BULLET 350 DELUXE** 250cc Crusader FULL RESTORATION .....**£3,899**



**2012 MV AGUSTA BRUTALE.** 1090R as new and only 2,500 miles .....**£6,950**



**2011 ROYAL ENFIELD ELECTRA.** All Chrome including tank. Over £1,000 spent.....**£3,299**



**1964 ROYAL ENFIELD BULLET.** Stunning bolt restoration.....**£3,899**



**YAMAHA FJ1200** 1188cc First Generation FJ Just great.....**£2,200**



**2009 TRIUMPH BONNEVILLE 865.** As new condition 3,800 miles .....**£4,299**



**VOR EN 250CC VICTORIA KR26N** .....**£3,500**



**HARLEY-DAVIDSON DYNA** 1584 fxdc super glide 1584cc perfect as new condition!..**£8,450**



**2009 TRIUMPH BONNEVILLE 865.** 1100cc All books and full luggage.....**£4,299**



**1993 DUCATI 750SS.** Very rare and original. Fantastic condition.....**£4,950**



**1996 DUCATI 600SS.** Perfect Condition, only 12,000 miles. All complete. ....**£2,899**



**1962 BSA A7.** Full nut and bolt restoration, as new. Matching numbers.....**£6,500**



**1962 BSA A7.** 350cc as new.....**£6,500**



**1988 KAWASAKI GPX.** Just stunning, new paint, great panel fit.....**£2,599**



**2013 ROYAL ENFIELD CONTINENTAL GT.** Vin number 12. One of only 30 show bikes.....**£3,699**

## Below full nut and bolt restorations



**1976 YAMAHA FS1.** JUST STUNNING. Full nut and bolt restoration. All correct matching numbers. Original owners hand book two original keys. With only three owners from 1976. A UK bike. Must be seen in our show room..... **£5,995**



**1987 SUZUKI DR125.** Just fantastic restored bike. Full nut and bolt restoration. very rare now. And collectable. Rides perfect. We have the V55c and all moted ..... **£3,250**



**1971 TRIUMPH TR6.** This bike is stunning full nut and bolt restoration. It is a real TR6c. Trophy. All correct matching numbers vin TR6CCE13205 eng TR6CCE13205. Last owner 18 years. One of the very best ..... **£8,950**



**1952 BSA GOLD FLASH.** STUNNING Full nut and bolt restoration. Must be one of the best. Same reg from new back in 1952. All correct only 3 former keepers. Lots of S/S nuts and bolts. No plastic aftermarket parts. Just perfect ..... **£7,950**



**1966 BSA LIGHTNING** stunning nut and bolt restoration ..... **£8,500**



**1968 YAMAHA YM1.** STUNNING Full nut and bolt restoration to standard. Twin Miklini carbs. 100 MPH bike! introduced in 1965. This bike is 1968. AS NEW CONDITION SPS. .... **£11,500**





**850 NORTON COMMANDO INTERSTATE**  
MK2A, many MK3 improvements, full nut and bolt restoration, matching numbers £9900 TEL: 01825 760170 EAST SUSSEX



**BENELLI 250 2C TWO STROKE CLASSIC MOTORCYCLE**  
First registered 1976, unfinished rebuild project, many new parts, electrics and fettling £1800 TEL: 01325 253622 COUNTY DURHAM



**BMW R100RS 1981**  
Original condition, 68000 miles, recent re con gearbox, new clutch and full service, BMW panniers, full history, MoT to October 2020 £3750 TEL: 07973 344987 LEEDS



**BSA B31 1959**  
Alternator model, eager starter, paint and chromework are good many new parts fitted by me and previous owners £3000 TEL: 01875 870582 EDINBURGH



**BSA GOLDSTAR DBD34 500CC 1958**  
RRT2 gearbox, matching numbers, show condition, dating certificate, V5C, easy starter £19000 TEL: 07850 863374 NOTTINGHAMSHIRE



**ARIEL 4 PIPER 1957**  
Correct engine to frame, 35000 miles, good overall condition, V5 and buff log books, lots spent, px £11500 TEL: 07890 037002 WALES



**BENELLI 654 SPORT 1981**  
95% original, engine starts and runs well, clean condition, easily recommissioned, 31951 recorded miles £1600 TEL: 01325 253622 COUNTY DURHAM



**BMW R75/6**  
Very nice condition, 87000 miles with all MoT's, panniers, Koni rear shocks, kickstart and a screen, stainless exhaust, MoT till next August now exempt £3995 TEL: 07798 866071 MIDDLESEX



**BSA BANTAM 1967**  
Black and Chrome, full rebuild on frame and engine, new tyres, battery, seat, indicators, runs perfectly, receipts, on the road, V5C £1900 TEL: 07850 863374 NOTTINGHAMSHIRE



**BSA GOLDSTAR REPLICA**  
Please call for details TEL: 07779 742629 TRURO



**ARIEL SQUARE FOUR**  
Registered 1959, with dating cert from Ariel owners club, fully restored in 2013 with photographic evidence, buff log book and purchase invoice from 1964 £17500 TEL: 07770 880822 COLCHESTER



**BENELLI LETIZIA 1951**  
Very rare Italian motorcycle, only one in the country, had been residing in museum, lovely condition, light restoration only, runs beautifully, very collectable bike, ready to go £3950 TEL: 07775 564321 UXBRIDGE



**BMW R80/7**  
33k miles unmolested, completely original, bolt on extras only, tax exempt lots history £3995 TEL: 07890 037002 WALES



**BSA BANTAM MAJOR 1955**  
150cc, grey and cream, plunger model, old buff log book and V5C, on SORN, very good condition and in running order £2250 TEL: 01268 735135 ESSEX



**BSA M33 1952**  
500cc combination, swallow jet 80 single seat side-car, very reliable, in excellent condition, plenty of power, ready to ride, V5C, receipts £6000 TEL: 07850 863374 NOTTINGHAMSHIRE



**ARIEL SQUARE FOUR 1954**  
MK2, completely rebuilt to mint condition with recommended owners club upgrades, too much to list, please call for full details £1200 TEL: 01873 811670 WALES



**BERLINI MOPED 1967**  
Historic tax, running good tyres, used vmcc, runs local delivery possible £425 TEL: 01494 672459 BUCKS



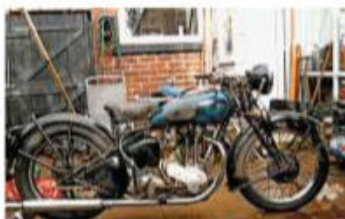
**BMW R80RT 1984**  
58000 miles, original bike, nivomat rear suspension good tyres, stainless exhaust, new battery, top box, crash bars, some accessories in SORN, runs well £2200 ONO TEL: 01695 421508 LANCs



**BSA C15 1960**  
4th owner, buff logbook, matching numbers, V5 in my name, Motor fuel ration book, some VT 20s £1500 TEL: 07516 459748 ABERDEEN



**BSA ROCKET 3 1960**  
Show winning matching numbers machine, new carbs, electrics and electronic ignition fitted, in regular use and serviced to the highest standard £14750 TEL: 07770 224467 DUMFRIES



**ARIEL VH 1947**  
Owned for 7 years, original bike, good but may need mag rewind runs V5, but re reg in 1984 £6000 TEL: 01524 843902 LANCASTER



**BIANCHI MT61 330CC 1961**  
Rare military model, first one we've ever seen, GC, benefit from tidying, fires up easily, runs like a dream, details and photos at [www.madeinitalymotorcycles.com](http://www.madeinitalymotorcycles.com) email [john@madeinitalymotorcycles.com](mailto:john@madeinitalymotorcycles.com) £2950 TEL: 01449 612900 SUFFOLK (T)



**BSA A50 1961**  
Excellent condition, 18000 done, have V5 present, historic tax etc £3995 TEL: 07729 888631 CHESHIRE



**BSA D13 BANTAM 1968**  
Rare model and nicely restored, approx 400 made, electrex world electrics and runs well, v5, tax free £2250 TEL: 07729 888631 CREWE



**BSA ROCKET 3 1969**  
Imported from American, one previous owner, 15000 genuine miles and original TEL: 07860 203331



**ARIEL VH500 1957**  
Good condition, deep claret colour, original restoration, FERC, 12v electrics, refurbished chronometric speedo, new tyres, indicators fitted, used regularly on VMCC runs £4000 TEL: 01643 705866 MINEHEAD



**BMW R100 G/S 1992**  
32000 miles, full luggage set, good runner, good condition £4745 TEL: 07769 970559/07769 970559 KENT (T)



**BSA A50 1961**  
Excellent condition, only 18000 done, have V5 present, historic tax etc £3995 TEL: 07729 888631 CHESHIRE



**BSA D13 BANTAM 1968**  
Rare model and nicely restored, approx 400 made, Electrex world electrics and runs well, V5, tax free £2250 ONO TEL: 07729 888631



**BSA SHOOTING STAR 1960**  
Original registration, matching numbers, dating certificate, previous long term ownership, super condition, rides as it should, photos available £6750 TEL: 01723 372219 YORKSHIRE



— We Sell —  
**CLASSIC  
BIKES**

# WE SELL CLASSIC BIKES



Call 07932 577377

[www.wesellclassicbikes.co.uk](http://www.wesellclassicbikes.co.uk)



1938 Rudge Rapide 250  
Restored..... £7950



1955 Ariel Cyclone 650cc  
Restored..... £5950



1959 Velocette MSS 500cc  
Electric Start ..... £8950



1969 Triumph Bonneville  
Matching ..... £7950



1965 Triumphs Mountain  
Cub Rare! ..... £5500



1961 Triumph Bonneville  
Rep Restored ..... £10500



1986 Kawasaki GPZ750  
Very Original ..... £3950



1961 Velocette Viper 350cc  
Bargain ..... £6950



1957 Zundapp 201S  
Original Restored..... TBA



2000 Royal Enfield Classic  
350cc..... £2850



1956 Ariel Huntmaster  
650cc Restored..... £5950



1977 Triumph T140  
Bonneville 750cc ..... £5950



1958 Velocette Venom  
Thruxton Rep ..... £11950



1962 Royal Enfield Meteor  
750cc..... £5650



1956 Triumph T110 650cc  
Matching ..... £8250



1976 Laverda Jota 120  
1000cc Original... £17995



1947 BSA M21 600cc  
Girder/Rigid Bargain £4995



1963 Norton 650SS  
Matching Restored... £8950



1973 Triumph TR6R 650cc  
Matching ..... £4795



1961 Panther M120 650cc  
Very Original ..... £6950



1972 Norton Commando  
750 Electric Start ..... £9450



1965 Pannonia T5 250cc  
Restored..... £3750



1975 Triumph Trident T150  
750cc Racer..... £6995



1978 Yamaha RD200  
Restored..... £2950



1954 DOT TDHX4P 197cc  
Restored..... £5250

**PART EXCHANGE WELCOME • See More Motorcycle Stock On Our Website • Based in Gloucestershire**

— We Buy —  
**CLASSIC  
BIKES**



## Are you looking to sell your Classic Bike?

If the answer is yes go to our website [www.webuyclassicbikes.co.uk](http://www.webuyclassicbikes.co.uk)

And get a Free no obligation evaluation of your bike.

[www.webuyclassicbikes.co.uk](http://www.webuyclassicbikes.co.uk)



## BIKES FOR SALE

**AJS 31 650CC 1960** Bike in good condition, owned by me for 19 years £4300 TEL: 07808 83931 NORTHAMPTONSHIRE

**ARIEL SQUARE FOUR 1954** MK2, completely rebuilt to mint condition with recommended owners club upgrades, too much to list £12000 TEL: 01873 811670 WALES

**ARIEL SWINGING ARM** Hub in good condition, includes bearings and spindle, plus p&p £70 TEL: 01539 562171 LANCASTER

**BMW R75 RT ULTIMA 1996** Abandoned project, in large chunks, sound motor gearbox and final drive, decent bodywork, call me anytime £750 TEL: 07989 364330 HUDDERSFIELD

**BMW R75/5 Short Wheel Base 1972** First Registered UK 1989, engine and gearbox rebuilt by Scriminger, frame powder coated, wheels rebuilt with s/spoke, just needs assembling £4000 TEL: 07854 080920 SALTBURN BY THE SEA

**BMW R90S 1975** Smoke black/silve R90S, truly excellent condition, comprehensively serviced and refreshed, new paint, tyres, ingition, wheels and carbs rebuilt, plus much more £10200 TEL: 07887 726295 LICHFIELD

**BSA B31 350CC 1956** Bike has been laid up for over a year, will require recommissioning, V5 in my name £3200 TEL: 07917 021713 EDINBURGH

**BSA BANTAM MAJOR 1955** 150cc, grey and cream plunger model, old buff log book, V5C, on SORN, in running order, everything works as it should, could deliver at cost £2250 TEL: 01268 735135 ESSEX

**BSA FLEET STAR 1972** B25 250CC, engine stripped for inspection, also some electrical and cycle parts from same oil in fram bike £250 ONO TEL: 07929 474735 YORKSHIRE

**CZ OR MZ WANTED** Runner or restoration project, any model, road or off road, will travel TEL: 07496 946326 LEICESTER

**DUCATI 900SS 1981** 30000 miles, genuine original 900ss, superb, engine so good you can ride it home, rare spares included £24500 TEL: 01254 467510 DEVON

**FRANCIS BARNET CRUISER 80 1960** Green/white wheels just respoked stainless spokes, new tyres and tubes just restored nice genuine bike £1650 TEL: 07902 419183 CAMBS

**HARLEY DAVIDSON DYNA FXDL 2001** Stunning, immaculate bike 1450cc, beautiful perfect machine, black and chrome £10000 TEL: 01242 620363 GLOUCESTERSHIRE



**BSA STAR 1964** Good condition, many new parts, all paperwork plus some spares £3995 TEL: 07809 489412 CHESHIRE



**BSA STARFIRE 1968** Engine rebuild, new exhaust, new wheels, tyres, cables, wiring loom, paint £3100 TEL: 07975 672997 STAFFORDSHIRE



**BSA SUPERROCKET 650 1961** Matching engine and frame number, original transferable registration number, great clssic in good condition £5500 TEL: 01737 423871 SURREY



**BSA THUNDERBOLT 1966** Anolder restoration sitll in excellent condition, starts and runs fine, a chance to own this lovely biriths classics, American spec but never exported £5550 TEL: 07979 428059 NORTHANTS



**BULTACO 250 MK7 PURSANG 1973** Matching numbers, spare engine MX wheels, currently in hillclimb trim, mx sprockets included, unused since rebore, pistons and seals, chard area £3250 TEL: 01460 220218 SOMERSET



**BULTACO PURSANG 1973** Nut and bolt rebuid, alloy tank, electric ignition, too many new parts to list £4125 ONO TEL: 07715 280436



**CLASSIC TWIN SHOCK KAWASAKI KX400 MX 1975** Full restoration 3 years ago, included new m/x tyres, road registered, owes me £4700 will accept offers circa £3500, buyer to pay freight TEL: 01481 255486 GUERNSEY



**DUCATI 900SS 1979** Very good very beautiful and original, restored 25 years ago by the best Ducati specialist in Holland, 40000 km, 23500 euro TEL: 00314 16661294



**DUCATI 900SS 1982** Genuine bike, repainted to 96 colours/spec, original Conti exhaust, good runner, more details and photos at www.anthonygodin.co.uk £27995 TEL: 01622 814140/07769 970559 KENT (T)



**DUCATI BEVEL DRIVE SPECIAL** Engine will be rebuilt/lightened, new pistons/bores, uprated front Bremo calipers/discs, hand made tank with beautiful Cobalt blue metal flake paint, handmade leather seat, very special bike £19995 TEL: 07506 427705



**DUCATI S4R 996 2003** 15127 miles, belts and shims oil and filter just done, new clutch, tyres, chain and sprockets, good condition £4200 TEL: 07804 945884 WEST MIDLANDS



**DUCATI SR4 996 2003** 15127 miles, belt and shims oil and filter just done, 1000 miles, since new clutch, tyres, chain and sprockets, mature enthusiast owner, good condition, MoT, call for details of work done £4200 OVNO TEL: 07804 945884 WEST MIDLANDS



**GREEVES SCOTTISH 1960** Excellent condition, has been part of collection for many years, an older restoration with no expense spared, great collectable piece of motorcycle history £3250 TEL: 07973 543975



**HARLEY DAVIDSON SX250 1975** Very rare 2 stroke Harley Davidson trail bike, excellent condition, runs well, historic vehicle status, V5, owners manual, some history, spares £4750 TEL: 07738 285827 LEICESTERSHIRE



**HARLEY DAVIDSON WLC 45 1942** Excellent vintage Harley, totally reliable, starts and runs excellent, matching frame and engine numbers, tax MoT exempt, good investment or just good fun to ride £13800 TEL: 07716 693132 MERSEYSIDE



**HEDINGHAM SS SIDECAR** Single seater with boot, rear luggage rack, wire wheel, lights, leather seat, tuono cover, dry stored inside, 30mm fittings, was fitted to a Tonti frame, offers over £2000 TEL: 07899 778006 HIGHLANDS



**HONDA 400/4 1976** Garaged from new, owned by same family from 6 months old, 3200 miles, originally unrestored last on road 1980, serviced and MoT Oct 2016, not used since £5000 TEL: 01782 316943 STAFFORDSHIRE



**HONDA 750 FOUR 1978** Genuine 13000 miles, fantastic condition, runs great, serviced, good to go, no road tax/MoT needed £5250 ONO TEL: 07803 579913 CUMBRIA



**HONDA CB400A 1981** In a private collection since 1981, on road for the first time in 2018, stunning, 700 miles, totally original from new with exeption of two new tyres, time warp bike £6250 TEL: 07871 193949



**HONDA CB550 F2 SUPERSPORT 1978** Very good condition, some age related marks, used regularly in the dry, everything works as it should £2750 ONO TEL: 07797 726139 JERSEY



**HONDA CB550 FOUR KO 1974** 15000 miles, excellent condition and runs superb, new maroon paint otherwise all original including exhaust £3500 TEL: 07521 937850 YORKSHIRE



**HONDA CL450 1971** Excelent condition, new tyres, low mileage £4500 TEL: 07967 856912



**HONDA CL450 1971** Excellent condition, new tyres, low mileage £4500 TEL: 07967 856912



**HONDA RC181 HAILWOOD REPLICA 600/4 1976** One off RC181 frame, ally tank, 4ls front brake, CRMC reg £9895 TEL: 07956 637512 KENT



Unit A4, Northfleet Industrial Estate,  
Lower Road, Northfleet, Kent DA11 9SN

**Clarke's Classics**

BRITISH & AMERICAN BIKES ALWAYS WANTED.  
Call Phil now 01322 383431.  
Evenings 01732 822475.

E-mail: [info@clarkeclassics.co.uk](mailto:info@clarkeclassics.co.uk)



Triumph Trophy Trail.....£7500



BSA A65 .....£5500



Velocette Venom.....£8500

BSA Rocket Goldie Replica.....£9000  
James Captain 1956.....£1400  
Norton Commando Fastback 1971 Restored£11000  
TRIBSA T100 500cc Pre-unit .....£5750  
Triumph T100 Daytona, 1974 Good .....£5000  
Triumph 6T Trophy look-alike .....£5750  
Triumph TR6 1967 Restored .....£10500

Please visit: [www.clarkesclassics.co.uk](http://www.clarkesclassics.co.uk)

BRITISH & AMERICAN BIKES ALWAYS WANTED - BRITISH BIKES CAN BE FOUND TO MATCH YOUR REQUIREMENTS - SHIPPING AT COST  
Classic Motorcycles; Norton, Triumph, BSA, Harley Davidson and many more. British and American Bikes are our Speciality



Triumph Trident T150 restored .....£11000

Triumph TR6C 1971 Restored .....£7750  
Triumph T120 US Spec, 1966 Restored.....£10500  
Triumph T120 US Spec, 1967 Restored.....£10500  
Triumph T120 US Spec, 1968 Restored.....£10500  
Triumph T120 US Spec, 1970 Restored.....£10500  
Triumph T120V, 1972 Restored.....£7750  
Triumph T140 1976 .....£4500



T120 1969 .....£10500



TR6 1969 .....£10500

## Andy Est. 1972 Tiernan

1937 AIS 2A 990cc V4win long term ownership both books.....	£28,000	1955/61 NORTON ES2 500cc choice of 2.....	£6,650/£6,750
1953 AMBASSADOR EMBASSY 197cc lovely low mileage.....	£3,500	1955 PANTHER 100 600cc sought after telerigid.....	£9,250
1961 ARIEL LEADER 250cc presentable.....	£2,650	1954 PANTHER 100 600cc telerigid bike shop's hack.....	£6,850
1954/1955 ARIEL NH 350cc choice of 3.....	£3,250/£5,500	1938 PANTHER 100 600cc lovely prewar bike.....	£15,000
1957/58 ARIEL VH 500cc choice of 2.....	£5,000/£5,350	1959 PANTHER 120 650cc nice big pussy.....	£7,000
1924 BSA Round tank 250cc ongoing project.....	£2,850	1957 RATIER L7/8 750cc boxer ex French police.....	£7,000
1936 BSA B2 250cc OHV lovely prewar model.....	£6,000	1940 ROYAL ENFIELD K 1140cc one of the last made.....	£27,500
1960/62 BSA C15 250cc choice of 2.....	£2,600	1938 RUDGE RAPID 250cc smart full history.....	£8,750
1954 BSA C10L 250cc pretty machine.....	£3,250	1950 SCOTT SQUIRREL 596cc last of the Yorkshire Scotts.....	£8,000
1939 BSA B24 350cc silver star OHV.....	£8,000	1965 SCOTT 596cc nice Birmingham model.....	£8,650
1938 BSA B26 350cc smart good value.....	£5,350	1955 TRIUMPH TERRIER 150cc lovely oily rag.....	£3,650
1928 BSA S28 500cc fine vintage.....	£9,850	1956/59/60 TRIUMPH TIGER CUB 200cc choice of 3.....	£4,350/£4,000/£3,000
1932 BSA W6 500cc smart local machine.....	£8,000	1921 TRIUMPH JUNIOR 225cc beautiful vintage lightweight.....	£5,350
1944 BSA WM20 500cc old war horse!.....	£7,500	1939 TRIUMPH T80 350cc sporty bike.....	£7,750
1948 BSA A7 500cc early long stroke.....	£6,500	1964 TRIUMPH 3TA 350cc charming middleweight.....	£4,000
1921 BSA Model A 770cc nice old V4win.....	£16,000	1928 TRIUMPH N 500cc sound flat tanker.....	£8,150
1937 BSA G14 V4win 1000cc tidy and presentable.....	£18,750	1954 TRIUMPH T100 500cc matching numbers.....	£8,250
1924 DOUGLAS 2 3/4HP last of the belt drive.....	£8,500	1914 TRIUMPH 4HP 550cc beautiful example.....	£13,850
1920 FAVOR 250cc unusual flat tanker.....	£3,250	1929 TRIUMPH NSD 550cc beautiful bike.....	£7,650
1962 FRANCIS BARNETT 89 250cc twin smart cruiser.....	£3,850	1977 TRIUMPH T160 750cc nice electric start machine.....	£10,500
1929 GRIFFON G50SS 350cc interesting vintage OHV.....	£7,850	1966/67 VELOCETTE LE 200cc choice of 2.....	£2,000/£2,250
1953 MATCHLESS G3LS 350cc nice and presentable.....	£3,500	1954 VELOCETTE KSS Special 250cc lightweight commy.....	£7,350
1957 MATCHLESS G80S 500cc smart riders bike.....	£4,500	1947 VELOCETTE MAC 350cc older restoration.....	£5,650
1951 MATCHLESS G9 500cc Clubman twin gleaming.....	£5,750		
1946/51 NIMBUS C 750cc choice of 2.....	£10,000		
1962 NORTON NAVIGATOR 350cc lovely looking bike.....	£3,750		

See website for current list. Email: [andybuysbikes@hotmail.com](mailto:andybuysbikes@hotmail.com)

[www.andybuysbikes.com](http://www.andybuysbikes.com) **GOOD PRICES PAID**

Old Railway Station, Station Road, Framlingham, Woodbridge, Suffolk IP13 9EE.

TEL: (01728) 724321. MOB: 07802 896114

# WANTED

## Classic Motorbikes & Scooters

- ✓ Anything considered – from a rusty old bike to one in mint condition.
- ✓ Instant cash paid!!!
- ✓ Based in Surrey. Buying bikes all over the UK and worldwide!

Contact: 07494 626118

Email: [scooteronbikes@hotmail.com](mailto:scooteronbikes@hotmail.com)

[IBUYANYCARANDMOTORBIKE.CO.UK](http://IBUYANYCARANDMOTORBIKE.CO.UK)



**GODIN** SPORTING CARS & MOTORCYCLES LTD

**Brough Superior**

Mereworth, Kent

01622 814140

Viewing by appointment



1939 Brough Superior SS80 £67,495



1932 Brough Superior 5-15 £49,995



2018 Brough SS100 ex Demo £49,995



1951 Vincent Black Shadow £74,995



1949 Vincent Rapide £64,995



1951 Vincent Rapide £64,995



1982 Ducati 900SS £27,995



1998 Ducati 916 SP5 £16,995



1954 BSA Gold Star 350cc £13,995



1948 BSA B32 Comp. Trials £7,995



1955 BSA RGS Replica £11,495



1971 BSA Thunderbolt £6,495



1972 Triumph T100R £5,995



1967 Triumph T120R Bonneville £11,495



1973 Triumph T150V Trident £8,495



1974 Norton Commando 850 MKIIa Inter £8,995



1970 Norton Commando 750S



1929 Norton Model 18 £27,995



1954 Norton Dominator Model 7 £6,749



1971 BMW R60/5 £5,495



1992 BMW R100GS £4,745



1961 Harley FL DuoGlide £16,995



2003 Harley-Davidson XL1200S £9,995



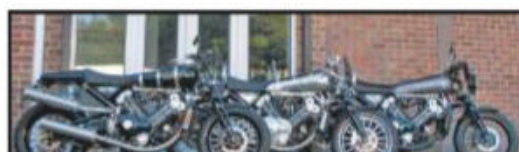
1976 Honda CR750 Replica £12,495



Brough Pendine D - Available



Brough Pendine S - Available



New Brough Superior's available from Stock !

Consignment Sales Undertaken

Anthony Godin  
Tel. 01622 814140 / 07769 970559

[www.anthonygodin.co.uk](http://www.anthonygodin.co.uk)



We urgently need your bike!



## BIKES FOR SALE

### HARLEY DAVIDSON SPORTSTER 1200CC 1998

Custom blue, excellent condition  
£3000 TEL: 01242 620363  
GLOUCESTERSHIRE

**HONDA C90 1971** Red/white  
two previous owners, 3700 miles  
from new, totally original  
probably the best, original left in  
the country you wouldnt find  
better £3495 TEL: 07902 419183  
CAMBS

**HONDA CB250 1970** Model K1  
red/white tank, engine ok, has  
stood in dry garage for 12  
months, so may need carb clean,  
new tyres £3500 OVNO TEL:  
01702 294289 SOUTHEND ON  
SEA

**HONDA CBX1000 1991** 132  
miles, as new condition, bike has  
been stored in a hallway since  
1991, no blemishes, bike runs  
lovely , all keys £3999 TEL: 07740  
922604 SUFFOLK

**HONDA DREAM 50CC** Rare  
limited edition collectors item,  
1997 but brand new,  
unregistered part of a private  
collection, this fabulous machine  
mimics the 1962 works, OHC  
racers £6300 ONO TEL: 01522  
703687 LINCOLN

**HONDA HORNET 900 2003  
FAIRING** Please call £25 TEL:  
07543 990532 MID GLAMORGAN

**HONDA SS50 1969** Great  
condition, runs very well, lots of  
money spent, great little clasic  
bike £2995 TEL: 07909 953124  
BERKS

**HONDA VF750F 1984** Painted  
frame, new tyres, excellent  
bodywork, tank etc, 1 owner  
from new, 15000 miles, v5  
present, all there £595 ONO TEL:  
01513 428838 WIRRAL

**HONDA VF750FD 1983**  
Motorcycle and sidecar in  
matching blue, 28300 miles,  
good condition, goes well, 11  
months MoT £4595 TEL: 07913  
40062 ESSEX

**HONDA VT500E 1985** Two  
bikes, both C reg, new oil and  
filters, very underrated shaft  
drive, no garage so needs  
finishing off for MoT £1000 TEL:  
07845 241548 EAST SUSSEX

**KAWASAKI Z900 A4** Fantastic  
bike in very nice condition, Must  
be seen, manufactured in 1976,  
more details and photos at  
www.barnfieldsclassics.co.uk  
£9,989 TEL: 07970 007775 ESSEX  
(T)

**MATCHLESS G3L 1955** New  
tyres and seat, new wiring loom,  
lights and switches, just had fully  
recon dynamo and regulator,  
new cables clutch and brake  
£1950 TEL: 07791 883345 DEVON

**MATCHLESS G3LS 1957** Very  
nice condition, matching engine  
frame gearbox, numbers  
certificate of authenticity from  
owners club, many new parts  
£3600 TEL: 07738 265351 GLOS



**HONDA REPLICA 1972**  
Built by Bob Peck, hailwood  
replica, 600/4 water cooled  
electric start, parade racer  
immaculate CRMC registered  
£10250 TEL: 07368 304077  
STAFFORDSHIRE



**JAMES COMET 1952**  
2000 miles, all original and  
rebuilt, matching numbers and  
original 1952 reg with V5C, old  
log book and handbook, girder  
forks rigid frame single seat  
£2250 TEL: 01376 34559 ESSEX



**JAMES COMET L1 1956**  
Lovely British classic restored to  
original condition, engine rebuilt,  
runs well, 98cc Villiers 2 speed,  
V5 present, great intro bike can  
be used with CBT £1800 ONO  
TEL: 07851 802980 KENT



**JOSHI H54T 1955**  
Two stroke twin port, near  
original bike docs ect £1895 TEL:  
01538 753086 STAFFORDSHIRE



**KAWASAKI KH400 1979**  
VGC, runs well, original  
handbook and tool kit £7500 TEL:  
07977 857383 SOUTH  
YORKSHIRE



**KAWASAKI KZ1100 SHAFT DRIVE**  
25000 miles, absolutely mint with  
genuine paint and seat cover, toolkit  
and handbook, totally overhauled/  
serviced with all new genuine parts, air  
suspension perfect, Delkevici 4-1  
exhaust, viewing esse £6495 ONO TEL:  
07506 427705



**KAWASAKI Z650 1978**  
Stunning unrestored original  
condition, only 10000 miles from  
new, imported from USA in 2006,  
new chain, sprockets, tyres, battery,  
runs as good as it looks £6995 TEL:  
01335 370610 DERBYSHIRE



**LAVERDA SF2 1975**  
Beautiful classic under 18000  
miles, witt ignition, new battery,  
new Brembo calipers, lots of  
stainless, please contact for more  
info £7000 TEL: 07938 168468  
NOTTS



**MATCHLESS 350 G3 1955**  
Good condition, new tyres fitted,  
indicators and rear stainless steel  
rack also fitted, good usabke bike  
£3900 TEL: 07591 134791  
PRESTON



**MATCHLESS G3L/C 1957**  
Two owners from new, succesful  
trials bike, alloy wheels and tank 1  
1/8" forks, sls brakes, new rear  
tyre and monobloc log book  
available TEL: 01425 674300  
DORSET



**MONTESA COTA 247CC 1972**  
Full nut and bolt restoration, NOS  
chrome parts sourced from  
Spain, original engine, frame,  
tank, wheels and forks, ideal for  
classic trials £2000 TEL: 07813  
54791 SCOTLAND



**MONTESA COTA 247CC 1972**  
Full nut and bolt restoration, NOS  
chrome parts sourced from  
Spain, original engine, frame,  
tank, wheels and forks, ideal for  
classic trials £2000 TEL: 07813  
54791 SCOTLAND



**MONTESA MH123 1984**  
New mudguards, seat, road reg  
V5 £1500 ONO TEL: 07816  
561852 CO DURHAM



**MOTO GUZZI LE MANS 2 1981**  
Stainless exhaust, all black parts  
powder coated, stock standard,  
original bill of sale £7750 TEL:  
01805 624990 TORRINGTON



**MOTO GUZZI LE MANS 2 1981**  
Stainless exhaust, all black parts  
powder coated, stock standard,  
original bill of sale £7750 TEL:  
01805 624990 TORRINGTON



**MOTO MORINI 3 1/2 1980**  
MoT & tax to March 2020, kick  
start 500 motor fitted by North  
Leicester m/c's, 14125 miles  
£3950 TEL: 07807 972575  
EDINBURGH



**MOTO MORINI 500 1982**  
Only 9000 miles since total  
restoration, £7k spent, original British  
import with MPH speedo and  
Odyssey PC680 battery, good reliable  
runner, offers over £4500 £4500 TEL:  
01588 505065 SHROPSHIRE



**NORTON 500 INTER 1939**  
Please call for more information  
£29950 TEL: 01252  
625444/07809 894777 HANTS (T)



**NORTON COMMANDO 750 1970**  
Fastback good condition, new tyres,  
t/l/s, front brake, hagon shocks,  
mileage showing 32000, green  
logbook, V5C, original registration,  
offers considered £6950 TEL: 01723  
372219 SCARBOROUGH



**NORTON COMMANDO 850  
MK2A INTERSTATE**  
Nice clean example, previously  
restored, more details and photos  
at www.anthonygodin.co.uk  
£8995 TEL: 01622 814140/07769  
970559 KENT (T)



**NORTON ES2 500CC 1961**  
For details please call or visit  
www.andybuysbikes.com £6750  
TEL: 07802 896114 SUFFOLK (T)



**NORTON INTERNATIONAL 500  
MODEL 30 1934**  
Nice unrestored condition, desirable  
pre-war rigid, NOC factory record  
certificate, excellent parade performer,  
non matching 1934 engine with  
magnesium cambox £18950 TEL:  
07850 754113 LONDON



# AUDLEY END CLASSICS

Sales, Restoration, Servicing, MOT  
WE CAN DO IT ALL!



YAMAHA DT250



HONDA CB750

30-40 BIKES IN STOCK



HARLEY DAVIDSON CVO



TRIUMPH SPEEDQUATTRO

Mon – Fri 9am to 5pm | Closed Saturday during Winter months  
– Appointments available by request –

**CALL US NOW 01799 542323**

[www.audleyendclassics.co.uk](http://www.audleyendclassics.co.uk)

Email: [audleyendclassics@gmail.com](mailto:audleyendclassics@gmail.com)

## CLASSIC Super Bikes



- ★ Motorcycles bought, sold & sourced
- ★ Workshop Services
- ★ Memorabilia, clothing & accessories

International  
Shipping Services

### MOTORCYCLING ICONS FROM BYGONE TIMES



Triumph TRW 1964 ..... £6,950



Triumph Tiger 100 1948..... £12,750



Triumph Tiger 650 1969..... £8,950



Honda CB77 1966 ..... £5,950

Manx NorVin 1000 twin .....	£39,500	Triumph Dutch Army 350 1967..	£4,500
Triumph 3T Deluxe 1947 .....	£5,950	Norton Commando 1968 .....	£10,950
AutoMoto 125 1949 .....	£1,950	Triumph TR6C 1969 .....	£8,750
Excelsior Talisman Twin '53 .....	£2,500	Suzuki GT750M 1975.....	£6,500
Norton Dominator 88 1958.....	£5,950	BMW R90S 1976.....	£8,950
BMW R69S 1961.....	£17,950	Guzzi V1000 Convert 1980.....	£4,950
Triumph T120C TT 1964.....	£14,950	Harris Ducati 900SS Imola .....	£29,500
Triumph T120R 1965 .....	£7,500	Gilera Nuovo Saturno 1988 .....	£4,750

Tel: **01252 625444**

Mobile: 07809 894777

[www.ClassicSuperBikes.co.uk](http://www.ClassicSuperBikes.co.uk)

## Made in Italy MOTORCYCLES

Unit 8c, Stowmarket Business Park,  
Ernest Nunn Road,  
Stowmarket, Suffolk IP14 2ED

Tel: **01449 612900**

Please call first if travelling any distance.



Ducati Desmosedici RR,  
One owner UK bike  
£57,995



MV Agusta Magni 862  
beautiful  
£78,995



MV Agusta 500/4 Replica,  
amazing  
£179,995



Ducati GP03  
Ex Troy Bayliss  
POA



Ducati 750GT 1975,  
fully restored by us  
£36,000



Ducati 900SS 1980,  
V nice  
£25,000



Bimota SB2, restored and  
stunning  
£37,950



Laverda SFC replica, triple  
discs, long tank, excellent  
£13,950



Ducati 750 sport 1974,  
V good  
£35,950



Moto Guzzi V7 sport,  
restored and absolutely  
lovely £14,950



Ducati 750  
Fully restored by us  
£54,950



Ducati 750SS Replica,  
complete new build by us  
£45,000

Aprilia 6.5 Starck, low miles V good .....	£4,500	Ducati 750SS 1974, fully restored by us.....	£POA	Moto Guzzi 500GTS, stunning.....	£15,900
Aprilia 6.5 Starck, orange and lovely .....	£3,950	Ducati MHR 900 1982, lovely.....	£14,950	Moto Guzzi Centauro, 640 miles from new .....	£7,950
Bimota DB4, low miles V good.....	£7,500	Magni MV Agusta 861, stunning.....	£110,000	Moto Morini 350 K2, Very good.....	£3,450
Bimota DB5, low miles fantastic.....	£11,950	Mondial Piega, New.....	£18,000	MV 750 America.....	£65,000
Bimota YB10, new.....	£11,000	Moto Guzzi Le Mans 1, V good .....	£13,950	MV 750 F4 2001, low miles original and stunning .....	£9,950
Ducati 900SS 1975, excellent. ....	£38,950	Moto Guzzi 750S, restored beautiful and V rare .....	£15,950		

Open: 8.30am-5pm Wednesday-Saturday.

Italian Bikes always wanted any condition. Try Us.

Email: [john@madeinitalymotorcycles.com](mailto:john@madeinitalymotorcycles.com)

[www.madeinitalymotorcycles.com](http://www.madeinitalymotorcycles.com)



## BIKES FOR SALE

**MATCHLESS G9 1959** Total rebuild from ground up engine and frame matching only dry miles black and chrome, club verified £4000 ONO TEL: 01376 321217 ESSEX

**MORINI 350 SPORT** The icon, utterly immaculate, everything restored/renewed/rewired, semaed Lafranconis, new avon RoadRiders, Lucas Rita, pristine crowd stopper, needs nothing £7000 TEL: 07788 442155 BATH

**MOTO MORINI STRADA 1983** Bike is in lovely condition, runs really well, no faults, electric start £3800 TEL: 01427 788167 LINC'S

**PUCH M50 SPORT 1975** 2 owner, matching numbers, red starts and runs, low mileage, needs some TLC but all there £1000 TEL: 07913 508245 BEDFORDSHIRE

**ROYAL ENFIELD 350** Model G, 1 owner, buff log books and history £2850 TEL: 07932 647250 ESSEX

**ROYAL ENFIELD BULLET 350CC 1954** Redditch built maroon paintwork, period alloy rims, excellent chrome twin, front brake previous long term ownership, original restoration, green logbook and V5C ready to ride £3500 TEL: 01723 372219 SCARBOROUGH

**ROYAL ENFIELD CRUSADER 1963** Consider part exchange for any Triumph twin, basket case cash either way £3000 ONO TEL: 01789 266671 COVENTRY

**TRITON 1960** Good condition, MoT exempt £5600 TEL: 07738 073137 BRISTOL

**TRIUMPH 65 THUNDERBIRD 1955** Polymatic blue, matching numbers, 12 volts, unleaded, head restored to showroom condition, not been ridden since restoration in 2019 £10495 TEL: 01424 272283 SUSSEX

**TRIUMPH T10C 1963** Please call £1000 TEL: 01933 355796

**TRIUMPH T110 1961** Original, v good cond, kingfisher blue/silver bathtub model, lovely ex showbike £10750 TEL: 07932 647250

**TRIUMPH TRIDENT T150 1973** 4 speed engine mag wheels new tyres, later clock pod, stainless steel silencers, boyer £5750 TEL: 07941 388317 CLEVELAND

**YAMAHA FJ1200 1991 BRAKE CALLIPERS** Please call £50 TEL: 07543 990532 MID GLAMORGAN

**YAMAHA RD400C FROM 1976** New paint to petrol tank and side covers. This bike starts and runs great project. More details and photos at [www.barnfieldsclassics.co.uk](http://www.barnfieldsclassics.co.uk) £3,950 TEL: 07970 007775 ESSEX (T)

**YAMAHA TX 250 1977** Twin shock engine rebuild, electronic ignition, new shocks, rechromed forks, silencer, footrest, levers, cables, lighting kit, registered, ready for trials trail £1995 TEL: 01283 509381 STAFFORDSHIRE



**PARILLA 125CC 1961 MODEL** 125SP, low mileage, original condition, UK reg TEL: 07815 55907 STAFFORD



**SUZUKI M12 SUPERSPORTS 50CC 1965** Immaculate Suzuki M12, one of the best example available, everything works as it should, uk registered with V5, well worth viewing, bargain price £2500 TEL: 07899 756303 WALES



**TRIUMPH BONNEVILLE T140V 1976** Superb condition with 12000 miles, fully recommissioned, standard except electronic ignition, has original Dunlop rims and Meriden exhausts, excellent paintwork and chrome £6995 TEL: 07964 175072 BUCKINGHAMSHIRE



**VELOCETTE LE 1958** Signal red, beautiful condition, 27 miles since rebuild, including rewire, new carb, batt, tyres, seat, panniers etc, bargain £1950 TEL: 07798 770178 NORTH YORKSHIRE



**ROYAL ENFIELD 250 CRUSADER 1964** VGC, blue/black off road, SORN, owned for many years, very little work needed to get back on road £2000 ONO TEL: 07828 087684 KENT



**SUZUKI SB200 1985** 22732 miles, in metallic blue, great condition for age with 11 months MoT, lock and haynes manual included £1395 ONO TEL: 07707 040280



**TRIUMPH T110** In bonnevillie spec 1962, engine rebuild, completely respray, duplex frame, slicshift gearbox, easy starter, lovely runner, preunite, excellent condition, lovely bike TEL: 07855 389464



**VELOCETTE MAC 350CC 1948** Rigid with iron engine, new tyres, rebuilt magneto and speedometer, recent oil change and rewire, oily rag condition TEL: 07894 468100 DEVON



**SUZUKI BANDIT GSF 600 1997** 2 owners, genuine 8437 miles, SORNED since 7/2014, MoT's to prove, now recommissioned, new battery, filters, plugs, oil, MoTd 10/20, ready to use £1050 ONO TEL: 01289 303077 NORTHUMBERLAND



**SUZUKI T500M** In very good condition, originally a canadian import ut now registered in UK and with UK registration, in good original condition and runs well about 2500rpm, no offers £3500 TEL: 07840 167229



**TRIUMPH T150T TRIDENT 1969** Total rebuild, Cafe racer spec, many original parts £8750 TEL: 07860 203331



**VESPA PX 200 2002** Immaculate condition, refurbished to original, as left standing in garage, new tyres, serviced, MoT, not yet run in £2500 TEL: 01255 675947 ESSEX



**SUZUKI GS750 W** Black, grunty engine 125mph easy, MoT May 2020, original factory, exhausts, good tyres, needs new clutch lever, ZZR 600 in PX £1700 OVNO TEL: 07704 287135 SOUTHWELL



**SUZUKI T500M 1975** Originally imported from Canada, was pale blue before repsey, not perfect but very good condition, some new parts fitted but mostly original £3500 TEL: 07840 167229 TEESIDE



**TRIUMPH THUNDERBIRD SPORT 1997** Very low mileage and in original unrestored condition, bike has had a recent oil change and service, new battery, fork oil seals, current MoT, prisitne condition £5500 TEL: 077466 39782 MAIDSTONE



**YAMAHA RD350 YPVS 1983** Approx 28000 miles, one owner, data protected engine, rebuilt crank, rebored, still running in standard except for goodridge hose kit £6800 TEL: 02392 783138 HANTS



**SUZUKI GSX000 KATANA 1981** Taxed and MoT'd, standard apart from a Harris 4 into 1 full system, owned by me since 2002, imported from the US by previous owner, £9500 TEL: 01369 551460 WORCESTERSHIRE



**SUZUKI T500 TITAN 1972** 155 miles, excellent condition, immaculate, great runner, only 155 miles on new engine, needs running in, electronic ignition £5500 TEL: 01387 427312 LANC'S



**TRIUMPH TRIDENT T150V 750CC 1975** UK spec, black/gold, original example, 30000 miles, matching numbers, Boyer MK4 ingition, MoT, tax exempt, £7500 £7500 TEL: 01223 350289 CAMBRIDGE



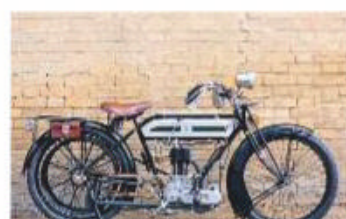
**YAMAHA SEROW 1991** Lovely bike, bought in error, top box inc MoT Sept, good tyres, only 6500 km done £2750 TEL: 07729 888631 SHAVINGTON



**SUZUKI GT750L 1974** VGC, new paint, reconditioned engine, including crank seals, all original parts, runs very well £8500 ONO TEL: 07415 631103 YARMOUTH



**TRIUMPH BONNEVILLE 1969** Please call for more information £12500 TEL: 01252 625444/07809894777 HANTS (T)



**TRIUMPH TYPE C 1914** 550cc, For details please call or visit [www.andybuysbikes.com](http://www.andybuysbikes.com) £13850 TEL: 07802 896114 SUFFOLK (T)



**YAMAHA SRX400 1984** Fully rebuilt, all new powdercoat/ paint, all service items replaced, new Mikuni carb, rides great, needs nothing, great for a shorter rider, im 5'10 and fit it ok £2000 TEL: 07972 260649 LINCOLN



# Cosmo Classic Motorcycles Ltd

BSA B40 WD, green, ride or restore, vgc, 1967 .....	£2995
BSA DBD34 GOLDSTAR CLUBMAN REPLICA, silver, superb, 1957 .....	£9995
DUCATI 250 MK3 DESMO REPLICA, yellow, restored, superb, 1974.....	£7995
DUCATI PAUL SMART 1000 LE, silver, low miles, superb, 2005 .....	£17500
DUCATI 750 SPORT ROUND CASE, yellow, restored, superb, 1974.....	£39995
HARLEY DAVIDSON FAT BOY GREY GHOST, grey, superb, 1990.....	£14995
HARLEY DAVIDSON XLCR 1000, factory cafe racer, black, superb, 1977 .....	£14995
INDIAN SCOUT 741B BOBBER, blue/white, superb, 1941 .....	£19995
KAWASAKI KH250, green, older restoration, superb, 1980 .....	£4995
KAWASAKI KLR 250 ENDURO, white, UK bike, VGC, 1987 .....	£1995
LAMBRETTA SX150 INNOCENTI, grey, extremely original, 1968 .....	£5995
LAMBRETTA SX150 INNOCENTI, apple green, fully restored, superb, 1968 .....	£7995
LAMBRETTA GP150 INNOCENTI, white/blue, restored, superb, 1971 .....	£7995
NORTON COMMANDO 850 MK2A JPN, factory cafe racer, 1975 .....	£12500
SHELL GAS/FUEL PUMP, red/yellow, restored, superb, circa 1940's .....	£3995
TRIUMPH TROPHY T100C, US import, green, low miles, superb, 1971 .....	£7995
TRIUMPH BONNEVILLE T120, US spec, red/silver, restored, superb, 1970.....	£9995
TRIUMPH TROPHY TR6SR, US spec, gold/silver, restored, superb, 1965.....	£12500
TRIUMPH BONNEVILLE T140ES EXECUTIVE, red, superb, 1980 .....	£7995
TRIUMPH TRIDENT T160V, UK spec, red/white, superb, 1977 .....	£9995
TRIUMPH BONNEVILLE TSX, US spec, black, superb, 1983 .....	£8500
TRIUMPH BONNEVILLE TSS, UK spec, black, superb, 1983 .....	£8995
VINCENT RAPIDE SERIES C, black, all matching, older restoration, 1953.....	£49995
VINCENT RAPIDE SERIES C, black, all matching, restored, superb, 1950.....	£54995
YAMAHA FS1E DX, yellow, UK bike, matching Nos, restored, superb, 1977.....	£4995
YAMAHA FS1E SS 50, gold, UK bike, matching Nos, superb, 1973 .....	£6995
YAMAHA RD350 LC MK1 WULF, German import, blue/white, vgc, 1980 .....	£7500



**Tel: 01424 437719 HASTINGS, E. Sussex**  
**www.cosmoclassic.co.uk**



70s and 80s Classic Japanese Motorbikes

01959 444441



## Muscle Bikes

Kawasaki Z1 (73)	£21,000
Kawasaki Z1 (72)	£20,000
Kawasaki Z1A (74)	£18,750
Honda CBX1000Z (80)	£13,500
Honda Fireblade RRN (92)	£8,500
CB900RSC Rep (80)	£8,500
Suzuki GS1000 (78).	£7,800
Kawasaki Z1100A (81).	£7,000
Honda CB900F (81).	£6,500

## Two Strokes

Yamaha RD500LC (85).	£18,950
Suzuki GT750J (72)	£13,000
Suzuki GT750M (74)	£11,000
Kawasaki KH500 H1 (74)	£9,000
Suzuki A50K / AP50 (76)	£4,500

## Middleweights

Kawasaki Kz650B3 (79)	£7,350
Kawasaki Kz650C1 (77)	£6,250
Kawasaki Kz650C2 (78).	£6,000
Honda CB550F (80)	£6,800
Suzuki GS750E(78)	£6,500
Honda CB550F (77)	£5,600
Honda CL350 (73)	£5,000
Honda CB250K5 (74)	£3,950
Honda CB250RSDX(84)	£3,750
Suzuki GSX750ES (84)	£3,250

## Turbos

Kawasaki 750 Turbo (85)	£14,500
Suzuki XN85 (83)	£9,900
Yamaha XJ650 Turbo(83)	£5,000

**3-6 Months  
No Quibble  
Warranty**

**Only Top Quality bikes**  
Viewing by appointment only  
Tatsfield TN16

**Always  
30+ bikes  
in stock**

**www.earlclassics.com**

# Vintage & Veteran

*Vintage Motorcycle Enthusiasts*



**1912 Rudge**



**1913 Triumph**



**Sunbeam TT**

1929 Sunbeam TT90 Outfit ....£22,000	1919 AJS V-Twin Model D .....£21,995	1913 New Hudson V-Twin Outfit .....
1917 Douglas WD DR .....£12,500	1913 Triumph 3 Speed .....£16,500	£33,995
c1928 Velocette Model U.....£5995	1912 Rudge Single Speed.....£19,995	Vintage/veteran sidecar chassis .....
		£1995 ono

*Please see our website for more photos and more bikes*

We also supply ball and roller bearings for older vehicles and classic oil & lubricants

**www.vinandvet.com 01283 509562**



## BIKES FOR SALE



**YAMAHA XJ900F 1991**  
30000 miles, long MoT, all original history, clean, totally reliable, owned 14 years £1600  
ONO TEL: 01824 709566  
DENBINGSHIRE



**YAMAHA XS 650 1979**  
Ws US custom but modified as pictured, good starter and runner, good tyres and many spares included £2200 ONO TEL: 07510 125254 DURHAM

**YAMAHA TX250 1977** Twin shock, engine rebuild, electronic ignition, new shocks, rechromed forks, silencer, footrest, levers, cables, lighting kit, registered ready for trials trail TEL: 01283 509381 STAFFORDSHIRE

## AUTOJUMBLE

**1.9 SCALE MANX NORTON MODEL** Still in box, never opened TEL: 01543 683891 STAFFORDSHIRE

**BMW R SERIES 64/65/66** Front fork legs good con crash bars with side stand, more details please phone TEL: 07576 867648 DONCASTER

**BMW R SERIES LEG SHIELDS 1970S** Very rare attatch to frame, white, good condition, not seen any like these advertised, plus postage £195 TEL: 07814 866098 CORNWALL

**BMW RS1000 1983** Offers, handlebar sports, fairing, tinted screen, top brackets with or without instruments, good condition TEL: 01507 450520 LINCOLNSHIRE



**BRENDERUP BOX TRAILER**  
Lifting roof, wheel well, spare tyre, lights, ramps, takes 2 bikes, good condition £925 ONO TEL: 07711 887154 BRISTOL

**BSA C15 SS80 1962** Various bits, petrol tank, oil tank, top yoak, battery cover, rear hub/chain wheel TEL: 07930 679053 NORTHANTS

**CLASSIC BIKE MAGAZINES**  
From issue 1 to present, all years in individual box files, open to offers TEL: 01332 511398

## AUTOJUMBLE



**DUCATI FACTORY 1975 750/900SS OWNERS HANDBOOK**  
This is the 1st edition published Feb 1976, new but shop soiled, very rare, plus at cost postage £150 TEL: 00 25043 20736 CANADA

**EAZY RIZER BIKE LIFT** Complete with accessories, little used, buyer to collect £120 TEL: 01588 505065 SHROPSHIRE

**ELECTRIC HEATED GLOVES**  
Gerbing's complete with leads, batteries and charger, never used, plus postage £40 TEL: 01588 505065 SHROPSHIRE



**GENUINE DUCATI FACTORY MHR**  
Spare manual, for 1st series bikes, sealed from new, other bevel drive manuals, new available, plus at cost postage £150 TEL: 00 25043 207636 CANADA

**HARLEY DAVIDSON DUNLOP D401 TYRE** 150 x 80 B16 tubeless VGS TEL: 07768 366123 WEST LONDON

**KAWASAKI Z400 1979**  
Complete cylinder head, set of gears plus some cases, collection only TEL: 01229 861264 CUMBRIA

**MOTORCYCLE SPORT MAGAZINES** Every issue from Nov 1980 to Oct 2015, 3-5 years of motorcycling history, £50 buyer collects TEL: 01494 715162 BUCKS

**REGISTRATION NUMBER V46 JDL** On retention £750 TEL: 01983 821000 ISLE OF WIGHT

**SUZUKI GSX R750 1995** Spares repair, 20000 miles, new top fairing, tank no rust, carbs need rebuild, some work to finish, good forks £800 TEL: 01283 509381 STAFFORDSHIRE

**SUZUKI SP 370/400 1977** Best part of two bikes £500 TEL: 02380 841371 SOUTHAMPTON

**TRIUMPH BONNEVILLE INJECTORS** Good condition, 2003, posted £60 TEL: 01964 624639

**TRIUMPH QD REAR HUB** Bare, stored years as a spare, perfect splines possibly new £80 TEL: 01282 816306 LANCS

**TRIUMPH TIGER CUB 1961**  
Distributor type 90% complete no documents, ideal project, bargain £495 ONVO TEL: 07944 235929 PETERBOROUGH

## AUTOJUMBLE

**TRIUMPH UNIT 650 CLEAROUT**  
Most parts of good clutch, rotor other electric parts original lucas horn, pushrods, pistons, other small engine, parts, gaskets, cables etc £100 TEL: 01282 816306 LANCS

**VARIOUS** Triumph T120 TR6 1960/61, Duplex 19" front wheel NOS dunlop alloy rim & tyre £595, Duplex 19" front wheel NOS dunlop alloy rim and tyre £695 TEL: 01355 222344 SCOTLAND

**VARIOUS** Rev counter timing cover E1467 £285, Pair duplex fork yokes H1283 - H1287 £260, Chronometric speedo SE5301/19 and rev counter £395 TEL: 01355 222344 SCOTLAND

**VARIOUS** Triumph speed twin 5T oil tank, rigid model stamped 1946, new old stock its superb, £450 wanted pie crust T100 front hub wheel for rigid 1954-6 TEL: 07396 27035 BRIGHTON

**VARIOUS** 2 650 ariels, 1 has had engine/gearbox rebuilt by members of ariel owners club, unused good cond, other does run but needs work, 1954 98cc exhaust, lots of spares £1450 ONO TEL: 07738 073137 BRISTOL

**VARIOUS** Four Y amal mk2 concrete quickly detachable float chamber kits, part number, 2622/195, new unopened wrappers, £60 ono TEL: 01225 832895 BATH

**YAMAHA FJ1200 1991 DOWNPIPES** Please call £30 TEL: 07543 990532 MID GLAMORGAN

## BIKES WANTED

**ANY CLASSIC MOTORCYCLE WANTED** By keen mature buyer, top price paid, anything, wrecks to mint bikes TEL: 01513 742466 HALSALL

**ANY MAKE OR SIZE CLASSIC MOTORYCYCLE** In any condition from a basket case to one in nice condition, cash waiting TEL: 07811 189755 STAFFORDSHIRE

**ARIEL BSA OR SIMILAR** For restoration project, anything considered in any condition single or big twim, older the better TEL: 07956 296418 DERBYSHIRE

**AUTOCYCLE/CYCLEMOTOR/ FLYING FLEA/BROCKHOUSE MOPED/** Or Corgi, for a restoration project, damaged or incomplete ok, will travel TEL: 07983 832076

**BMW BOXER** Consider anything from early 70s through to mid 90s, rough or mint or even spares considered TEL: 07836 758534 TYNE AND WEAR

**BSA A10/SUPER ROCKET** Mint or part restored, can collect, pay cash, does not need V5 but must give receipt TEL: 01613 686958 CHESHIRE

## BIKES WANTED

**BSA BANTAM WANTED FOR RESTORATION PROJECT** Any model considered, in any condition, any spares welcome, will travel to collect, wil consider other make lightweight bike/ moped TEL: 07538 696157 LEICESTER

**BSA PROJECT BIKE** Open to offers, any model in any condition, basket case ok TEL: 07932 948153 NOTTINGHAM

**CCM WANTED** Any age or condition, parts also considered TEL: 01529 413579 SLEAFORD

**FRANCIS BARNETT/JAMES GREEVES/SIMILAR** For a restoration project, will travel TEL: 07983 832076 STAFFORDSHIRE

**HONDA 90 1990S** Anything considered reasonable condition TEL: 07790 763404 NORTHAMPTON

**HONDA CB450 68-76** Must have twin leading shoe front brake TEL: 01935 840818 SOMERSET

**HONDA TWIN/SINGLE WANTED**  
Runner or restoration project, any model 50cc to 500cc from 1960s to 1980s, may consider other makes, will travel, your price paid TEL: 07538 696167 LEICESTER

**MOPED FROM 1970S** Or earlier in any condition, British, Japanese, Italian, French, older the better, will travel TEL: 07496 946326 LEICESTER



**MOTORBIKE FOR RESTORATION PROJECT WANTED**  
Anything considered any size older the better, British bike would be ideal, any spares or literature welcome TEL: 07956 296418 DERBYSHIRE

**MOTORCYCLES WANTED** All 2 stroke motorcycles wanted from 1970 to 1999. Any condition from spares to fully restored. More dteails and photos at [www.barnfieldsclassics.co.uk](http://www.barnfieldsclassics.co.uk) TEL: 07970 007775 ESSEX (T)

**SIDE CAR** Any make or style considered TEL: 07956 296418 DERBYSHIRE

**TRIUMPH TIGER CUB 1959-60**  
Up to £2000 max TEL: 07717 338587 STAFFORDSHIRE

**ZENITH SUPER 8 MODEL N**  
Please call TEL: 07588 808148 COUNTY DOWN

**ZUNDAP 2015 1957** Please call TEL: 01332 820400 DERBY

## PARTS WANTED

**GREEVES TOP TOKE WITH EXPANDERS** For front forks TEL: 01723 863845 NORTH YORKSHIRE

**KAWASAKI ZZR1200 2004**  
Workshop manual needed, condition unimportant as long as complete TEL: 01893 526372 WILTSHIRE

**NORTON ES2/19S FRAME**  
1954-1957 anything considered, from good to damaged, rusty TEL: 07805 029503 KEIGHLEY

**PARTS FOR PANTHER MODEL 10 1956** Most needed are front forks but other parts considered TEL: 07767 331809 ABERDEEN

**PARTS WANTED FOR MOTO GUZZI V50** Or complete bike for restoration TEL: 07552 541258 HERTS

**ROYAL ENFIELD ENSIAN 51-55 AMAL CARBURETTOR AA 223**  
Please call TEL: 01702 876137 ESSEX

**SUZUKI SUPER SIX T20 1967**  
Wanted for above gear selector shaft TEL: 01904 400611 YORK

**TRIUMPH T595 1998 REAR SEAT COWL** Also rear hugger for my T595 TEL: 07850 896280 CLEVELAND

## WANTED

**ANY MAKE OR SIZE CLASSIC MOTORCYCLE WANTED** In any condition from a basket case to one in nice condition, cash waiting TEL: 07811 189755 STAFFORDSHIRE

*Classic Bike*

86% said  
magazines  
were  
influential  
when  
deciding  
what  
motorcycle  
equipment  
to choose



## ITALIAN MOTORCYCLE SPECIALIST



**Moto Guzzi 850 T3, 1978**

### Motori Di Marino

Laverda 750SF  
Moto Guzzi Airone Sport, 1956  
Moto Guzzi 500 GTS, 1937  
Moto Guzzi 750 Nevada, 2003  
MV Agusta 350GT, 1979

MV Agusta 350B, 1974  
Aermacchi 250, 1961  
Ducati Sport 1000S, 2007  
Ducati MHR, 1983  
Ducati 500 Pantah, 1980

Ghezzi-Brian SuperTwin, 2002  
Gilera Saturno 500, 1954  
Laverda Jota, 1977  
Ducati 860 GTS, 1976  
More Stock Online...

The Garage, West Chiltington, West Sussex RH20 2QR  
**01798 813260** [www.dimarino.co.uk](http://www.dimarino.co.uk)

## WE BUY ALL BIKES. 24/7



**TOP PRICES FREE PICK UP**  
**0207 1751414**  
Call free on Mobile - Landline  
**0800 8321515**  
[webuyallbikes@mail.com](mailto:webuyallbikes@mail.com)

## Take a turn for the better

With over 300,000 bikes insured through Carole Nash, find out how we can be *your* Motorcycle Insurance provider

CALL NOW

**0800 093 5599**

[carolenash.com](http://carolenash.com)



UK opening hours: Mon - Fri 8am - 8pm, Sat 9am - 5pm.

As with all insurances, terms and conditions apply. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.

## Jacksons of Knebworth

*Sales, Service & Repairs of all classic, vintage & veteran motorcycles*

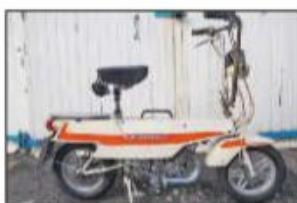


AJS 650 MODEL 31 1959 superb.....£6995  
ARIEL ARROW Choice of two from .....£3495  
BSA BANTAM B175 Nice condition 1970.£2595  
CYCMASTER WHEEL 32cc restored in a period Elswick gent bicycle.....£1295  
FRANCIS BARNETT FALCON 70 197cc.....£2495  
HONDA CAMINO 50cc moped 1977 tidy up or restore.....SOLD  
HONDA C50L 1983 Rare fully automatic model only 350 miles from new good original condition.....£1995  
HUMBER LADIES BICYCLE 1928 .....£295  
MOTOBECANE X1 50CC 1974 rare & unusual folding moped.....£895  
NORTON COMMANDO MK1 750 FASTBACK 1969 immaculate one of the first and best models.....SOLD  
RALEIGH LADIES BICYCLE 1935 .....£450  
ROYAL ENFIELD XR500 CAFERACER 2006 very rare, one of only two in black.....£3750  
ROYAL ENFIELD 350 DELUXE 1999 many upgrades Excellent condition .....£2750

ROYAL ENFIELD 500 TRIALS 2001 Nice condition 21" front wheel.....£2995  
ROYAL ENFIELD 500 ELECTRA X 2006 2000 miles only, E/Start, 5-speed R/H gear change.....£2750  
ROYAL ENFIELD MODEL G 1947 Part restored project.....£2750  
SCOTT FLYING SQUIRREL 1957 BIRMINGHAM MODEL, Excellent condition.....£8995  
SUNBEAM S8 1949 original reg/matching no's.....£6250  
TRIUMPH 3TA 1966 Immaculate (not bathtub).....£5250  
TRIUMPH TIGER CUB 1964 Very nice condition.....£3895  
TROJAN MINIMOTOR on Gents Raleigh bicycle.....£1295  
VELOREX SIDECAR OUTFIT good condition, complete and ready to fit to any bike, comes with fittings for Royal Enfield EFI, painted army green (khaki) be quick before Henry Cole buys it!.....SOLD  
VESPA 125 1962 Restored .....£3995



*All classic bikes wanted good/bad or ugly! Restored or original, incomplete/unfinished projects, what have you? UK Collection & Delivery service available*



Find us on Facebook - Jacksons classic bikes

124 London Road, Knebworth, Herts SG3 6EY  
01438 812928 [harvey-jackson@btconnect.com](mailto:harvey-jackson@btconnect.com)

## www.CLASSIC BIKES.co.uk



Will & Tom's family business specialising in Classic 70's Super Bikes, especially Z1 900 Kawasakis. Established 1983.

BUYING or SELLING see our website [www.classicbikes.co.uk](http://www.classicbikes.co.uk) or give us a call.

### Around 50 bikes in stock. SIMILAR BIKES WANTED!

#### KAWASAKI

Z1-Z900 SPECIALISTS for 35+years.

Stock is constantly changing with usually 5 to 10 bikes available between £6000 and £17000+ and fully rebuilt to order.

72 Z1 900, candy brown/orange £POA  
73 Z1A 900, candy brown/orange £18995  
73 Z1A 900, being fully rebuilt £POA  
75 Z1B 900, candy brown £13995  
75 Z1B 900, candy blue £16995  
76 Z900 diamond green £6995  
75 Z900 diamond green £17995  
75 Z1000A1 Sky blue £11995  
78 Z1000 Ltd Green £POA  
77 Z650B2 red £5995  
78 Z650B3 green £5995  
79 Z650F1 blue £5995  
75 H2C750, purple £15995  
76 KH400A4, purple £5995 SOLD  
82 KH250B4, lime green £5995  
83 Z1000R white, UK bike £POA  
84 GPZ1100 A2 silver £3995  
03 W650 green, superb £4595

75 CB750K2, red, restored, superb £13995  
75 CB750K5, red £8995 SOLD  
80 CX500, blue £1795

#### YAMAHA

77 TY250 white, none runner £995  
77 XS500 black, restored £4995  
99 R1 1000 blue superb £6995

#### SUZUKI

81 GS750L red £2995

JAGUARS & Other Classic Cars in stock include; XK120 140 & 150, E Type, XJR, Healey 3000, Volvo 121 see our website or phone..

**SIMILAR BIKES & CARS WANTED!**  
**DELIVERY SERVICE AVAILABLE GLOBALLY**



BUYING or SELLING? Our website is updated daily with photos and details of all our stock, "Machine of the Month", Links and Information. We are only "a click" away! Visit us and See all our bikes at: [www.classicbikes.co.uk](http://www.classicbikes.co.uk)



Tel: +44 (0)1630 657156  
[www.classicbikes.co.uk](http://www.classicbikes.co.uk)

Classic Bikes Ltd  
Nr. Market Drayton  
STAFFORDSHIRE

(20 minutes M6 J14 & J15)  
OPEN BY APPOINTMENT ONLY PLEASE:  
10am to 5pm WEDNESDAY to FRIDAY  
& 10am to 1pm SATURDAY  
PHONE or email for DIRECTIONS & APPOINTMENT  
PLEASE. Tel. +44 (01630) 657156



# Honda CB250K

**Honda's well-built, reliable workhorse is underrated – and makes an ideal starter classic. But get in quick, the word is getting out...**

PHOTOGRAPHY: BAUER ARCHIVE

Once ignored as 'just' a cheap and cheerful learner bike or commuter, Honda's CB250K is, at last, being properly appreciated. To be fair, the classic racing boys have been in on the secret for a while, snapping up every decent example of the CB250's big brother, the CB350K and turning them into freakishly fast race bikes. Now it's a job to find a good CB350K in road trim. So maybe the next best thing is the 250 version. But, if you fancy one, be quick – prices are shooting up and some mint examples are being offered for more than £4000.

The CB250K0, launched in 1968, was the long-awaited replacement for the CB72. While the CB72 had done great business for Honda, it was starting to look its age by then. The new 250 was pretty well all-new – and it looked it.

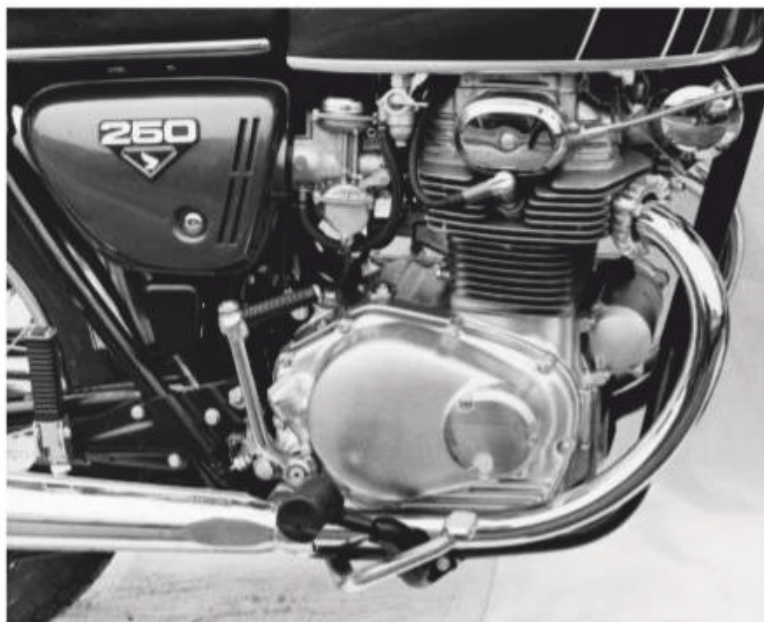
A tubular, single-downtube frame replaced the pressed steel item of the earlier model (though there was still a pressed-steel section behind the engine) and the engine sat almost vertically in it, for a start. But the changes were more than skin deep. The CB250K0 and its 350 (325.6cc to be exact) stablemate share the same bottom end, with a four-bearing 180° crank with central chain drive to the overhead camshaft.

The camshaft ran in a separate cam box bolted to the cylinder head, and the rockers pivoted on eccentric shafts that rotated to adjust valve clearance, while a five-speed gearbox helped make the most of a claimed 30bhp at a heady 10,500rpm. Primary drive was by straight-cut gears, CV carbs were adopted and there was a new, plunger-type oil pump. All in all, it

was a much more modern package than the old CB72/77 mill.

The cycle parts were conventional enough, though. The front brake was still a decent, workmanlike twin-leading-shoe drum and the forks were conservatively shrouded. But a separate speedo and rev counter plus more imaginative colour schemes helped make the CB250 look ready for a new decade.

External changes were minimal for the first six years of production. Some early camshafts failed, due either to faulty heat treatment or oil starvation caused by pieces of unsupported gasket material breaking off and blocking the oilways, and the hydraulic camchain tensioner fitted to the



## ENGINE

Apart from camshaft and oil starvation issues (caused by gaskets breaking up) on very early models, there's not too much to worry about. If possible, check that you can adjust the valve clearances with the eccentric rocker shafts. If they're impossible to set correctly, it's a fair bet either the cams and/or followers and rocker shafts have suffered from the oil starvation problems. All major engine parts should be easy enough to source as NOS or good quality aftermarket items.

## BODYWORK

With bikes of this vintage, bodywork can be an issue. But with the CB250, some of the usual suspects like mudguards, side panels and side panel badges seem to turn up regularly on eBay, while David Silver spares can supply NOS side panels. CMS still have new mudguards for some models, too (though they're mighty expensive) and good used seats are getting hard to find – though reproduction K4 seats are available from AC-Motorradteile in Germany through eBay.




first models was swiftly replaced (many units under a warranty recall) by a revised, spring-loaded design. But once those few teething problems were resolved, most CB250s proved admirably resilient to the harsh treatment meted out by thousands of learner riders.

The first big change was the introduction of the G5 model in 1974. The G5 had a six-speed gearbox, a front disc brake and racy upswept silencers, but it also had more weight, less power (thanks to





# The new look of a world champ.



1967 West German GP... Isle of Man TT... Dutch TT... Finnish GP... Ulster GP... Canadian GP... Japanese GP... Honda first in 250cc race at each of these grueling events. And so the Super Sport CB250... the bike for riders and enthusiasts alike, the bike for high coverage and higher performance, the bike you've been waiting for... CB 250 with placement of power, twist first throttle open and it flies! Acceleration! A standing quarter mile in 14.5 sec. The speedometer needle goes soaring up to the higher reaches with no effort at all. (Look at the Europe size variations and feel free.) 700 cc, 3 close-ratio gears - control in 4th, you can go well over the speed limit! Supersteering and toe-in units. Suspension excellent, lightweight front forks - two coil springs over gas. 1200 cc, 1000 cc, 750 cc, 500 cc, 250 cc, 125 cc, 100 cc, 75 cc, 50 cc, 25 cc, 12.5 cc, 10 cc, 7.5 cc, 5 cc, 2.5 cc, 1 cc, 0.5 cc, 0.25 cc, 0.125 cc, 0.0625 cc, 0.03125 cc, 0.015625 cc, 0.0078125 cc, 0.00390625 cc, 0.001953125 cc, 0.0009765625 cc, 0.00048828125 cc, 0.000244140625 cc, 0.0001220703125 cc, 0.00006103515625 cc, 0.000030517578125 cc, 0.0000152587890625 cc, 0.00000762939453125 cc, 0.000003814697265625 cc, 0.0000019073486328125 cc, 0.00000095367431640625 cc, 0.000000476837158203125 cc, 0.0000002384185791015625 cc, 0.00000011920928955078125 cc, 0.000000059604644775390625 cc, 0.0000000298023223876953125 cc, 0.00000001490116119384765625 cc, 0.000000007450580596923828125 cc, 0.0000000037252902984619140625 cc, 0.00000000186264514923095703125 cc, 0.000000000931322574615478515625 cc, 0.0000000004656612873077392578125 cc, 0.00000000023283064365386962890625 cc, 0.000000000116415321826934814453125 cc, 0.0000000000582076609134674072265625 cc, 0.00000000002910383045673370361328125 cc, 0.000000000014551915228366851806640625 cc, 0.0000000000072759576141834259033203125 cc, 0.00000000000363797880709171295166015625 cc, 0.000000000001818989403545856475830078125 cc, 0.0000000000009094947017729282379150390625 cc, 0.00000000000045474735088646141895751953125 cc, 0.000000000000227373675443230709478759765625 cc, 0.0000000000001136868377216153547393798828125 cc, 0.00000000000005684341886080767736968994140625 cc, 0.000000000000028421709430403838684844970703125 cc, 0.0000000000000142108547152019193424224853515625 cc, 0.000000000000007105427357600959671211242617578125 cc, 0.00000000000000355271367880047983560562130890625 cc, 0.000000000000001776356839400239917802810654453125 cc, 0.0000000000000008881784197001199589014053272265625 cc, 0.00000000000000044408920985005997945070266361328125 cc, 0.000000000000000222044604925029989725351331806640625 cc, 0.0000000000000001110223024625149948626756659033203125 cc, 0.00000000000000005551115123125749743133783295166015625 cc, 0.000000000000000027755575615628748715668916475830078125 cc, 0.0000000000000000138777878078143743578344582379150390625 cc, 0.00000000000000000693889390390718717891722911895751953125 cc, 0.000000000000000003469446951953593589458614559478759765625 cc, 0.0000000000000000017347234759767967947293072797393798828125 cc, 0.00000000000000000086736173798834834973646363986968994140625 cc, 0.000000000000000000433680868994174174868231819934844970703125 cc, 0.0000000000000000002168404344970870874341159099674224853125 cc, 0.0000000000000000001084202172485435437170579549837112426130890625 cc, 0.00000000000000000005421010862427177185852897749185562130890625 cc, 0.000000000000000000027105054312135885929264488745927810654453125 cc, 0.0000000000000000000135525271560679429646322443729639053272265625 cc, 0.00000000000000000000677626357803397148231612218648195266361328125 cc, 0.000000000000000000003388131789016985741158061093240976331806640625 cc, 0.0000000000000000000016940658945084928705790305466204816659033203125 cc, 0.00000000000000000000084703294725424643528951527331024083295166015625 cc, 0.000000000000000000000423516473627123217644757636655120416475830078125 cc, 0.0000000000000000000002117582368135616088223788183275602082379150390625 cc, 0.00000000000000000000010587911840678080441118940916378010411895751953125 cc, 0.000000000000000000000052939559203390402205594704581689052059478759765625 cc, 0.0000000000000000000000264697796016952011027973522908445260297393798828125 cc, 0.00000000000000000000001323488980084760055113986764542226301486968994140625 cc, 0.000000000000000000000006617444900423800275569933822711131507434844970703125 cc, 0.0000000000000000000000033087224502119001377849669113555657537172224853125 cc, 0.00000000000000000000000165436122510595006889248345567778287686112426130890625 cc, 0.000000000000000000000000827180612552975003446241727838891438430562130890625 cc, 0.0000000000000000000000004135903062764875017231208639194457192152810654453125 cc, 0.00000000000000000000000020679515313824375086156043195972285960764226272265625 cc, 0.00000000000000000000000010339757656912187504278021597986142980382113131328125 cc, 0.000000000000000000000000051698788284560937502140107989930714901910565656640625 cc, 0.0000000000000000000000000258493941422804687501070539949653574509552828283203125 cc, 0.00000000000000000000000001292469707114023437500535199748267872547764141416015625 cc, 0.000000000000000000000000006462348535570117187500267599874133936368820707080078125 cc, 0.000000000000000000000000003231174267785058593750013377998741339363688207080078125 cc, 0.000000000000000000000000001615587133892529296875000668998741339363688207080078125 cc, 0.00000000000000000000000000080779356694626464843750003344993741339363688207080078125 cc, 0.0000000000000000000000000004038967834731323242187500016724968741339363688207080078125 cc, 0.000000000000000000000000000201948391736566162109375000083624843741339363688207080078125 cc, 0.00000000000000000000000000010097419586828308105468750000418124218741339363688207080078125 cc, 0.0000000000000000000000000000504870979341415405273437500002090621093741339363688207080078125 cc, 0.000000000000000000000000000025243548967070770263671875000010453105468741339363688207080078125 cc, 0.00000000000000000000000000001262177448353538513183593750000052265527343741339363688207080078125 cc, 0.0000000000000000000000000000063108872417676925659179687500000261327636718741339363688207080078125 cc, 0.000000000000000000000000000003155443620883846282958984375000001306638183593741339363688207080078125 cc, 0.00000000000000000000000000000157772181044192314147949218750000006533190917968741339363688207080078125 cc, 0.0000000000000000000000000000007888609052209615707397460937500000032665954589843741339363688207080078125 cc, 0.00000000000000000000000000000039443045261048078536987304687500000163329772949218741339363688207080078125 cc, 0.0000000000000000000000000000001972152263052403926849365234375000000816648864746093741339363688207080078125 cc, 0.000000000000000000000000000000098607613152620196342468261718750000004083244323730468741339363688207080078125 cc, 0.0000000000000000000000000000000493038065763100981712341308593750000020416221618652343741339363688207080078125 cc, 0.00000000000000000000000000000002465190328815004908561706542968750000102081108093261718741339363688207080078125 cc, 0.0000000000000000000000000000000123259516440750245428085327148437500000510405540466308593741339363688207080078125 cc, 0.00000000000000000000000000000000616297582203751227140426635724218750000255202770233167968741339363688207080078125 cc, 0.000000000000000000000000000000003081487911018756135702133178620937500001276013851165839843741339363688207080078125 cc, 0.0000000000000000000000000000000015407439555093780678510665893104687500006380069255829199218741339363688207080078125 cc, 0.0000000000000000000000000000000007703719777546890339255332946552343750000319003462914596093741339363688207080078125 cc, 0.000000000000000000000000000000000385185988877344516962766647327761718750001595017314572980468741339363688207080078125 cc, 0.0000000000000000000000000000000001925929944386722584813833236638808593750007975086572864902343741339363688207080078125 cc, 0.00000000000000000000000000000000009629649721933612924069166183319042968750003987543286424511718741339363688207080078125 cc, 0.000000000000000000000000000000000048148248609668064620345830916595214843750019937716432122558593741339363688207080078125 cc, 0.000000000000000000000000000000000024074124304834032310172915458297607421875000996888216061277968741339363688207080078125 cc, 0.00000000000000000000000000000000001203706215241701615508645772914880371093750049844410803061389843741339363688207080078125 cc, 0.000000000000000000000000000000000006018531076208508077543228864574401855468750024922204015306949218741339363688207080078125 cc, 0.0000000000000000000000000000000000030092655381042540387716144322872009277343750124611020076534746093741339363688207080078125 cc, 0.00000000000000000000000000000000000150463276905212701938580721614360046386718750062305100377673730468741339363688207080078125 cc, 0.0000000000000000000000000000000000007523163845260635096929036080718002319335937500311525001883686843741339363688207080078125 cc, 0.00000000000000000000000000000000000037615819226303175484645180403590011596679687500155762500941844218741339363688207080078125 cc, 0.000000000000000000000000000000000000188079096131515877423225902017950057983398437500778812504709221093741339363688207080078125 cc, 0.00000000000000000000000000000000000009403954806575793871161295100897500289666992187500389406250454610468741339363688207080078125 cc, 0.000000000000000000000000000000000000047019774032878969355806475504487501448334960937500194703125227302343741339363688207080078125 cc, 0.0000000000000000000000000000000000000235098870164394846779032377522437500724116796093750009735156251136511718741339363688207080078125 cc, 0.00000000000000000000000000000000000001175494350821974233895161887612187500362058980468750048675781255682558593741339363688207080078125 cc, 0.000000000000000000000000000000000000005877471754109871169475809438060937501810294902343750024337890625284127968741339363688207080078125 cc, 0.000000000000000000000000000000000000002938735877054935584737904719030468750090514745117187501216689306251420639843741339363688207080078125 cc, 0.0000000000000000000000000000000000000014693679385274677923689523595152343750045257372585937500608344531257103199218741339363688207080078125 cc, 0.000000000000000000000000000000000000000734683969263733896184476179757617187500226286879296875003041722656253551996093741339363688207080078125 cc, 0.00000000000000000000000000000000000000036734198463186694809223808987880859375011314343964843750152086132812517759980468741339363688207080078125 cc, 0.0000000000000000000000000000000000000001836709923159334740461190449394042968750056571719742187500760430664062588799902343741339363688207080078125 cc, 0.00918354961579667370230595224697021484375002828585987109375003802153203125443999511718741339363688207080078125 cc, 0.00459177480789833685115297612348510724218750014112929554687500190107660156252219997558593741339363688207080078125 cc, 0.002295887403949168425576488061742553621093750007056462773437500095053830281251109998777968741339363688207080078125 cc, 0.0011479437019745842127882440308712768105468750003528223671875000475269151406255549998889843741339363688207080078125 cc, 0.00057397185098729210639412201543563890527343750001764111835937500237634575703125277499944449218741339363688207080078125 cc, 0.0002869859254936460531970610077177819513671875000088205591796875001188172878656251387499722246093741339363688207080078125 cc, 0.00014349296274682302659853050385889097568359375000044102795898437500594086438932812569374998611246093741339363688207080078125 cc, 0.007174648137341151329926525192944498784177968750002205114979492187502970432194640625346874999305621093741339363688207080078125 cc, 0.00358732406867057566496326259647224939208898437500110255748974609375014852160973031251734374999652810468741339363688207080078125 cc, 0.00179366203433528783248163129823612469604449218750005512787489730468750074260485460937500371080236562508671999826402343741339363688207080078125 cc, 0.000896831017167643916240815649118062348022224609375000275639374460937500371080236562508671999826402343741339363688207080078125 cc, 0.000448415508583821958120407824559031240011112112304687500013781968722304687500371080236562508671999826402343741339363688207080078125 cc, 0.000224207754291910979060203912279515620005556056152304687500068909843612304687500371080236562508671999826402343741339363688207080078125 cc, 0.00011210387714595548953010195613975781000277802807615230468750003445492180612304687500371080236562508671999826402343741339363688207080078125 cc, 0.00560519



## SPECIFICATION

### 1968 HONDA CB250K0

**Engine:** Air-cooled, ohc parallel twin

**Bore x stroke:** 56 x 50.6mm

**Capacity:** 249cc

**Compression:** 9.5:1

**Claimed power:** 30bhp at 10,500rpm

**Carburettors:** 2 x 28mm Keihin

**Gearbox:** Five-speed

**Ignition:** Coil

**Brakes:** 180mm/7in tls drum (front),  
160mm/6.3in sls drum (rear)

**Tyres:** 3.00 x 18in front, 3.25 x 18in rear

**Weight:** 160kg/353lb



corresponding CB350 model. The specialist suppliers listed below all have pretty good stocks of mechanical and cycle parts, and there's tons of decent stuff on eBay. Original exhausts and seats are scarce (aftermarket silencers are available), but you should find just about anything else you might need.

Probably, a K4 would be about the best bet. All the mechanical mods should have been done and you'll still get the classic looks – and a bit more performance than the lardy G5. Go for a complete machine and consider whether rare items like original exhausts are on your must-have list before you take the plunge. Find a good one for less than £3000 and you've probably done OK. Find a good one for £2000 and you could be laughing.

Seek and ye shall find. Hopefully.

## THE RIDE

First things first. For a 250 – especially a four-stroke 250 from the tail-end of the '60s – Honda's first CB250 is a quick machine. If it's in good mechanical order, it'll nudge 90mph on the road. And when *Motorcycle Mechanics* tested one in the less mechanically sympathetic world of new model testing at Brands Hatch in summer 1968, they managed to squeeze 94mph out of it. But even without resorting to the flat-on-the-tank antics their tester doubtless got up to, the CB250K is still pretty lively for a 250. In fact, there weren't many 350s – or even 500s – that were appreciably faster.

That speed comes at a cost, though. You need to get the Honda's ohc engine spinning above 7000rpm to get the full benefit of the (optimistically claimed) 30bhp.

## 'THERE WEREN'T MANY 350S OR EVEN 500S THAT WERE APPRECIABLY FASTER'

There's more than a touch of parallel-twin vibration between about 5000 and the magic 7000rpm, but hey, there's no gain without at least a little pain. If you don't mind keeping the revs up, the CB250K is certainly capable of providing a little excitement. Gradients and pillion passengers knock the edge off top-end performance, though, and you'll need to make the most of the five-speed gearbox to maintain reasonable progress. It's not a bad 'box, but after around half a


century of use and abuse, some can be a bit noisy and notchy.

As with many bikes, later models are not quite as lively. Revisions to cams and carbs to meet tighter emissions regulations robbed a little pep after the K2, while the 1974 G5 is appreciably slower (and heavier) than the K-series bikes.

Handling is as good as most bikes of its era and, with sticky modern tyres fitted, you'll be able to appreciate the CB250K's sprightly performance. You might want to upgrade the rear shocks – the originals were marginally damped at best. The forks can feel a bit soggy on well-used examples, too, but aftermarket replacement springs should help improve things.

There's not a lot to choose between the K-series tls front brake and the single disc of the G5 (and CJ). But the rear drum is perfectly adequate and, unless you're riding harder than you really ought to be on a '60s/'70s 250, you shouldn't frighten yourself too much.

You might just be surprised at how much fun you can have on a 'mere' 250. A K-series machine is probably more desirable than a G5 or CJ, but even the later models can be fun on the right roads. You get civility, too. Electric start and indicators help to make living with a CB250 on today's roads easy.

That's what the CB250 is all about. It's easy to live with, easy to maintain and easy to ride. Find the right bike and it might just be (relatively) easy to afford, too. 

## EXHAUSTS

There are still a few NOS exhausts about, but they are very expensive, so look carefully at the condition of the silencers in particular. It's worth remembering that a lot of chrome-platers won't touch used exhausts.

## RESOURCES

### David Silver

NOS and quality pattern parts. David also has his own Honda museum next to his warehouse in Leiston, Suffolk.

[Davidsilverspares.co.uk](http://Davidsilverspares.co.uk)

### Honda Classics Restoration Services

Parts (NOS, reproduction and restored), manuals and workshop tools from former Honda dealer and Honda UK boss, Roger Etccl.

[Honda-classics.co.uk](http://Honda-classics.co.uk)

### CMS

Netherlands-based supplier of NOS Honda parts with online parts diagrams for ease of ordering.

[Cmsnl.com](http://Cmsnl.com)

## PRICES

### CB250K

#### MINT

£3500-4000

#### GOOD

£2000-3000

#### PROJECT

£400-1000



# WIN

## A YAMAHA TÉNÉRÉ & EXPERIENCE

- **Yamaha Ténéré 700** with explorer pack
- **Yamaha Adventure jacket and trousers**

**Worth over £11,000**



**TÉNÉRÉ  
700**

**TÉNÉRÉ  
EXPERIENCE**

**DESTINATION  
YAMAHA MOTOR**

**NEXT  
HORIZON**

**PLUS**  
a money can't  
buy 1-2-1  
training at the  
**Ténéré  
Experience**

To enter visit  
**[motorcyclenews.com/  
winatenere](https://motorcyclenews.com/winatenere)**  
and enter your details

Terms and conditions: The prize draw closes at midnight May 31, 2020. This prize draw is open to UK residents aged 19 and over and holding the appropriate motorcycle license. There is one prize which consists of one new Yamaha Ténéré 700 motorcycle including delivery to the Yamaha UK mainland or NI dealer closest to the winners home address, pre-delivery inspection, first registration fee, 12 months of UK vehicle tax. Insurance is not included and registration is subject to winner providing insurance. The motorcycle will also be fitted with the Yamaha Explorer Pack (37ltr aluminum side cases, side case mounts, main stand, heavy duty skid plate, mono seat rack, engine side guards), Fog light kit for below headlight. The winner will receive one Yamaha Adventure jacket and trousers (winner must choose from available sizes), one place on the 2020 Yamaha Ténéré Experience including hire bike, tuition and riding gear, plus one nights accommodation at a local hotel on room only basis. Winner must choose from available dates during 2020. Travel to and from the experience or hotel and food and drinks are not included. The winner will be the first name drawn at random after the closing date. The winner will be notified by email within ten days of the closing date and has 30 days to respond before an alternative winner is chosen. This prize may be offered in a limited number of other promotions. No purchase is necessary, to enter for free visit [www.motorcyclenews.com/winatenere](https://www.motorcyclenews.com/winatenere). Full terms and conditions can be found at [www.bauerlegal.co.uk/competition-terms.html](https://www.bauerlegal.co.uk/competition-terms.html)





This 1922 MkI 90-bore is rare even by Brough Superior standards



**SOLD FOR**  
**£237,579**

MECUM LAS VEGAS SALE JAN 21-26

## High stakes in Vegas

Millions of dollars, more than 1500 bikes – Mecum's Las Vegas sale just gets bigger and better

**M**ecum's 29th Las Vegas sale on January 21-26 proved to be one of their biggest yet. A staggering 1540 bikes went past the block during the six days of non-stop auction action – and an impressive 90% of them sold. A total sale of \$22.6 million (£17.43 million) told the overall story, but there were plenty of sub-plots, too.

Topping the heap was a superb, 1922 Brough Superior MkI 90-bore. Pre-dating the SS100, the MkI is a rare model indeed – it's thought that only two examples featuring the JAP 90-bore, 1000cc ohv engine may have



**SOLD FOR**  
**£152,485**

RIGHT: BSA Victor B44 is one of only 30 examples that were made in 1966

LEFT: Ducati 750SS had been treated to a nut-and-bolt restoration



**SOLD FOR**  
**£18,637**

survived to the present day. Magnificently restored, it made \$308,000 (£237,579).

An ultra-rare 1940 Harley-Davidson Knucklehead, factory finished in green, sold for serious money, too – \$220,000 (£169,699) – while a 1974 Ducati 750SS, the subject of a nut-and-bolt restoration, continued that model's upward trend at auction by making \$198,000 (£152,485). A 1956 Harley-Davidson custom 'Grease Monkey', built by legendary customiser Indian Larry, also sold for \$220,000 (£169,688).

But it wasn't just the heavyweight iron that stepped up. A superbly restored 1960 Honda CB92 rattled up to \$18,700 (£14,425) and a 1966 BSA Victor – thought to be one of just 30 examples built that year – sold for an impressive \$24,200 (£18,637).



## BONHAMS LAS VEGAS SALE JAN 23

SOLD FOR  
£68,430



Model 18J Harley-Davidson of 1918 vintage

# On the move

## Mixed fortunes for Bonhams in new Vegas venue

A new venue and some idiosyncratic lots may have conspired to lower the percentage of bikes sold at Bonhams recent Las Vegas sale, but the amount raised still managed to total just over £3 million.

Successes on the day included a lovely, 1918 Harley-Davidson Model 18J that sold for \$88,550 (£68,430), while an extremely rare, 1956 Triumph TR5R production racer made \$25,300 (£19,551).

The Triumph is one of just 104 built that year for selected 500cc class racers. Thought to be one of only 13 survivors, the beautifully restored machine features the correct racing cams, high-compression pistons and racing exhaust, together with an ultra-rare, aftermarket TriCor splayed-port cylinder head with larger valves and twin carburettors.

Traditional auction favourites also performed well, with a 1949 Vincent Black Shadow making \$97,750 (£75,540) and a part-dismantled 1929 Brough Superior 680 ohv project selling for \$126,000 (£97,371). The auction world still loves a project!

SOLD FOR  
£19,551



Seldom seen: Triumph TR5R production racer

AUCTION  
EXPERT



## JEREMY CURZON CHEFFINS

### *‘The classic bike auction world is still an adventure’*

**W**e do things a little bit differently at Cheffins. Maybe it’s because we come from a slightly different background than most of the other big auction houses. We’re rooted firmly in the rural community, having been part of the Cambridge/Essex/East Anglian scene for years. And that gives a unique approach to selling classic bikes.

My remit when I joined Cheffins was to build up the bike sales. I’ve done that, but along the way I noticed that the same people who turned up at our motorcycle sales also attended our vintage sales – where we sold trucks, tractors and the occasional interesting car. So it made sense to combine the bike sales with the commercial vehicles and tractors.

The result is regular attendances of over 2000 people at our vintage sales – with many of them bidding on both bikes and other vehicles. It seems to work for us, and our buyers’ premium of just eight per cent and a negotiable sellers’ premium starting at 7.5 per cent works for our clients, too.

Our rural client base often have the space to indulge in their collecting passion. The farming community is a case in point.

Farms often get handed down in families, and grandad’s bikes have often just been squirrelled away. I remember a Brough Superior we consigned that had been pulled out of a hedge on a farm. Then there was a widow I went to see in Norfolk about some cars. I asked if her late husband was into bikes to and she said she thought so. She let me look round all his sheds and workshops and I found 12 bikes – all hidden under workbenches – including a superb, original Triumph TR5T, complete with the factory Q/D lighting. What a find. The lady didn’t know all those bikes were there – or what they were potentially worth.

The classic bike auction world is still an adventure. There are a lot of sheds out there and I haven’t been in all of them – yet. There are still a lot of bikes to be found in them – and they’ve all got stories. That’s what we buy into. I don’t think we’ll run out of exciting discoveries any time soon.

**Jeremy Curzon has worked full-time at Cheffins since 2004. The self-confessed classic bike nut is now director of on-site machinery and vintage sales and currently runs a fleet of eight self-restored classics.**

## AUCTION DATES

### MARCH

**11-14 Mecum sale** at State Farm Stadium, Glendale, Arizona USA. [mecum.com](http://mecum.com)

**14 Spicers sale** at Sledmere House, Sledmere, East Yorkshire. [spicersauctioneers.com](http://spicersauctioneers.com)

**19 Dorset Vintage and Classic Auctions sale** at Henstridge Airfield, Henstridge, Somerset. [dvca.co.uk](http://dvca.co.uk)

**21 Mathewsons sale** at Roxby Garage, Thornton-le-Dale, North Yorkshire. [mathewsons.co.uk](http://mathewsons.co.uk)

### APRIL

**7 H&H Auctions sale** at The National Motorcycle Museum, Birmingham. [handh.co.uk](http://handh.co.uk)

**18 Cheffins sale** at Sutton, Ely, Cambridgeshire. [cheffins.co.uk](http://cheffins.co.uk)

**25/26 Bonhams sale** at Staffordshire County Showground, Stafford. [bonhams.com](http://bonhams.com)

**25: Mathewsons sale** at Roxby Garage, Thornton-le-Dale, North Yorkshire. [mathewsons.co.uk](http://mathewsons.co.uk)

### MAY

**21 Brightwells sale** at Easters Court, Leominster, Herefordshire. [brightwells.com](http://brightwells.com)





ESTIMATE

£12,000  
£15,000

SPICERS PREVIEW MAR 14

# Café culture

**Tip-top Triton spices up Spicers' spring sale**

ABOVE: Triton combines a Wideline Norton Featherbed frame and Triumph 6T/T140 engine

Things are shaping up nicely for Spicers' first sale of 2020, with a number of interesting machines already consigned. This nicely presented Triton (estimate £12,000-15,000) is one of them; it combines a Wideline Norton Featherbed frame with an engine built on Triumph 6T crankcases with a T140

crankshaft, barrels and five-speed gearbox. The rest of the machine is equally well-crafted and features top-drawer café racer components including a Grimeca four-leading-shoe front brake, Roadholder forks and hand-made Manx pattern fuel and oil tanks.

Other bikes confirmed for the sale include an immaculate 1954, 349cc Velocette MAC (estimate £4500-5000) and a very tidy, 1959 Norton 497cc Dominator 88 offered with an estimate of £5500-6500. Andy Spicer estimates there will be 30-40 bikes on offer at the Drifffield saleroom by the time the catalogue closes.

ESTIMATE

£4500-  
£5000

MECUM GLENDALE PREVIEW MAR 11-14

## Hitting the heights

**Stunning works Excelsior hillclimbers tick all the right boxes at Mecum's Glendale sale**

Chances to own a genuine works machine are rare enough, but when the machine in question is an alcohol-burning 1930 Excelsior Super X with an outstanding and well documented record, it's even more unusual. This machine is being offered in 'as last raced' condition and comes with its own display case, a period toolbox and one of the trophies it amassed a long and successful American Hillclimb Championship career. Raced to the national title in 1928 and 1929 in the hands of Joe Petralli, and Gene Rhyne in 1930. Subsequently, it was campaigned by top privateer Al Lauer.

Amazingly, there's also a restored 1926 Excelsior Super X works flat-track hillclimber – formerly owned by Steve McQueen – in the same sale. Take your pick.

LEFT: 1930 Excelsior Super X enjoyed a long, successful US hillclimb career

CHARTERHOUSE REVIEW FEB 2

## Fancy a Martini?

**Rare Yamaha raises eyebrows – and the bidding paddles – at Bristol show sale**

When was the last time you saw one of these? This 1989 Yamaha XS1100 Martini Special may not have been in pristine condition, but it was complete and eminently restorable. Its rarity – just 500 were built and only 65 were UK registered – meant that interest was keen. The John Mockett-designed fairing reportedly worked extremely well and the big XS proved a very capable long-distance tourer. It sold for £4000.

A 1956 BSA DBD34 Gold Star, with its engine freshly rebuilt by a respected marque specialist, made £20,160, and a tidy and original 1951 Sunbeam S7 sold for £6940. With machines unsold at the show offered for sale again a week later at Charterhouse's classic car sale, a respectable 75% of the bikes catalogued for the February 2 sale have now been sold.

SOLD FOR  
£4000

RIGHT: 1989 Yamaha XS1100 Martini Special is one of just 65 originally registered in the UK



# Cambridge Vintage Auction

The Saleground, Sutton, Ely, Cambs CB6 2QT



Already Consigned

Saturday 18th April 2020  
Further Entries Invited

**CHEFFINS**

For advice on buying or selling please call 01353 777767 or email [vintage@cheffins.co.uk](mailto:vintage@cheffins.co.uk)  
Catalogues available from the auctioneers two weeks prior for £17 by post.

**Sales and valuations undertaken nationwide.**



# Take a turn for the better

With over 300,000 bikes insured through Carole Nash, find out how we can be ***your*** Motorcycle Insurance provider

## The Carole Nash Difference



UK & European breakdown and accident recovery, including Homestart (worth over £100 when compared to other providers)



Help deter thieves - FREE Carole Nash DNA+ protection system worth £30



Up to £100,000 legal expenses cover - in the event of an accident which is not your fault



Multi-bike savings available

**CALL NOW**

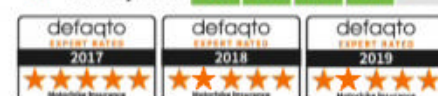
**0800 093 5599**

**carolenash.com**



**CAROLE NASH**

**The care it deserves**



**UK opening hours: Mon - Fri 8am - 8pm, Sat 9am - 5pm.**

As with all insurances, terms and conditions apply. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.